PUBLISHED MONTHLY—PRICE, ANNAS 8,
THE INDIAN RAILWAY
TRAVELLERS' GUIDE.
THE BEST AND MOST COMPLETE GUIDE IN INDIA.
Time and fare Tables of all Indian Railways, Steam Boats and Daks, Places of Interest—Inland and along the Coast—Postal and Telegraphic Information, &c., &c., with a
COLOURED MAP OF INDIA.
The "Bombay Gazette" Press, Fort, Bombay.

PUBLISHED THRICE DAILY.

THE
Bombay Gazette.

No 54,730.—NEW SERIES.] BOMBAY:—TUESDAY, MAY 25, 1909. [PRICE: ONE ANNA.

NESTLE'S CONDENSED MILK, RICHEST IN CREAM UNTOUCHED BY HAND.

SHIPPING.

PENINSULAR AND ORIENTAL S. N. COMPANY.

LIST OF DEPARTURES FROM BOMBAY FOR MARSEILLES & LONDON.

WITH LIBERTY TO CALL AT BRINDISI AND MALTA.

Date of Sailing. 2469 P. M.	Steamer.	Tons.	Connecting at Aden with	Tons
29th May	SALSETTE	6000	INDIA	7911
4th June	ARABIA	7903		
12th "	SALSETTE	6000	VICTORIA	6522
19th "	OCEANA	6610		
26th "	HIMALAYA	6898	MOOLTAN	9091
3rd July	PERSIA	7951		
10th "	SALSETTE	6000	CHINA	7913
17th "	HIMALAYA	6898		
24th "	SALSETTE	6000	MACEDONIA	10619
31st "	EGYPT	7912		
7th Augt.	SALSETTE	6000	MOLDAVIA	9600
14th "	ARABIA	7903		
21st "	SALSETTE	6000	MANTUA	11000
28th "	OCEANA	6610		

The above Steamers convey Passengers to Marseilles Plymouth and London.

Passengers for Brindisi transhipp to a connecting Steamer at Port Said excepting in cases of the "Egypt," "Arabia" and "Oceana" sailing in May and June which will proceed through to Brindisi.

HEAVY BAGGAGE must be sent to the CARNAC BUNDER on FRIDAY AFTERNOON, the day previous to sailing and CABIN BAGGAGE before 9 a. m., on SATURDAY. The attention of Passengers is called to the Importance of having their Baggage labelled with port of destination.

Tenders leave the CARNAC BUNDER on day of sailing. All Passengers must attend at that place between 1 and 1-30 o'clock p. m. for Medical inspection by the Health Officer of the Port, and no one will be allowed on board the Mail Steamer unless so examined and conveyed thence in the Company's Tenders. Special attention is directed to these regulations, which are imperative under the Venice Convention.

Friends of Passengers cannot go on board the Mail Steamer.

TO COLOMBO, STRAITS, CHINA AND AUSTRALIA.

The Company's Steamers leave Bombay fortnightly usually on WEDNESDAY, taking Passengers for the Straits, China and Japan, and Return Tickets are issued on favourable terms.

For Accommodation and further particulars apply to

W. C. SYMES,
Superintendent, P. and O. S. N. Company.

HOMEWARD PASSAGES.

GRINDLAY GROOM & CO.

PASSAGES	Booked without charge
BERTHS	Carefully Selected.
HANDBOOK	Giving details of Fares, Sailings, &c., gratis.
BAGGAGE	Shipped and Insured.
PASSENGERS	Met on arrival.
CALCUTTA :	GRINDLAY & Co.
LONDON :	GRINDLAY & Co.

DEUTSCHE OST AFRIKA LINIE.
(GERMAN EAST AFRICA LINE.)

Regular Fortnightly service from BOMBAY to DURBAN via ZANZIBAR.

THE following Steamers will SAIL:—

Steamers	Tons.	Capt.	To Sail about
† SOMALI	2,600	Grelwe	21st May
* GOUVERNEUR	3,400	Burmeister	10th June
KANZLER	3,000	Allrich	21st June
* PRASIDENT	3,400	Muhlhaser	2nd July

Taking passengers and cargo for LAMOO, MOMBASA, ZANZIBAR, GERMAN and PORTUGUESE COAST PORTS and DURBAN.

* Will carry also cargo and passengers for Cape Ports.
† Will call at Seychelles
For Rates and Particulars apply to—

A. STRANDES,
Agent.

24, Medow Street, Bombay, 24th May, 1909.

ALL PREVIOUS ISSUES ARE HEREBY CANCELLED.

ELLERMAN (CITY AND HALL) LINES OF STEAMERS,

From BOMBAY *via* KARACHI to LONDON (*via* MARSEILLES OR GENOA), LIVERPOOL and other Ports.

The following sailings are subject to alteration:—

LIST OF APPROXIMATE SAILINGS FROM BOMBAY AND KARACHI FOR MARSEILLES AND LIVERPOOL.

Steamers.	Leave London.	Due Bombay	Leave Bombay.	Leave Karachi.
†. City of Glasgow	...	...	.....	June 9
†. City of Manchester	May 27	June 19	June 24	July 7
†. City of Karachi	June 13	July 3	July 8	July 24
†. City of Delhi	June 29	July 20	For Calcutta	Augt. 2
B. Merton Hall	...	...	...	Augt. 2
B. C. City of Benares	June 30	July 23	July 27	Augt. 14
A. Trafford Hall	July 10	Augt. 2	August 7	Augt. 23
B. City of Agra	July 17	...	...	Augt. 24
†. City of Glasgow	July 27	Augt. 19	August 24	Septr. 10
†. City of Manchester	Augt. 7	Augt. 31	Septr. 5	Septr. 21
†. City of Calcutta	Augt. 18	Septr. 10	Septr. 15	Nov. 1
B. Merton Hall	Septr. 28	...	...	Nov. 8
A. City of Vienna	Septr. 11	Oct. 16	Nov. 3	...
E. O. City of Athens	Oct. 5	Oct. 29	Nov. 7	Nov. 18
E. O. City of London	Oct. 14	Nov. 3	Nov. 7	Nov. 23
A. Trafford Hall	Oct. 21	Nov. 14	Nov. 19	Dec. 5
E. C. City of York	Oct. 29	Nov. 17	Nov. 23	Dec. 10
B. C. City of Glasgow	Nov. 6	Nov. 28	Dec. 3	Dec. 15
B. City of Agra	Nov. 14	Dec. 11	Dec 18	Dec. 30
B. City of Madras	Nov. 27	Dec. 21	Jan. 2	...
C. City of Manchester	Dec. 17	Jan. 9	Jan. 14	Feb. 1

A.—First Class passenger steamers carrying both Surgeon and Stewardess.
C.—Steamers which have both first and second class accommodation.

For full particulars apply to
Messrs. ED. BATES & SONS AGENCY,
Messrs. KILLICK NIXON & Co.,
Agents ELLERMAN (CITY AND HALL LINES OF STEAMERS, Bombay).

Messrs. H. J. KEYMER & Co. beg to offer their services as AGENTS IN ENGLAND. Established in 1844, they have a thorough knowledge of the Markets, and experience of Indian requirements.

The heads of the firm give personal supervision to all business, and with confidence invite those requiring RELIABLE AGENTS for the selling of goods, sale of produce, or other business, to forward their favours to them. Machinery orders can be executed to the best advantage.

WHITEFRIARS STREET, KEYMER, LONDON. TELEGRAMS, LONDON.

SHIPPING.

BRITISH INDIA STEAM NAVIGATION COMPANY, Ld.

INTEND TO DESPATCH STEAMERS AS FOLLOWS:—

FOR KARACHI Direct,

Weekly from Victoria Dock Wall No. 14 Shed,

Steamers.	Tons.	Sailing Date.	Time, about
AFRICA	2,837	Mon 31st May	2000
DWARKA	1,695	Thur 27th May	9 a.m.
DUMRA	1,695	Fri. 28th May	6 a.m. †

† Or later on arrival of English mail steamer.

FOR KARACHI AND PERSIAN GULF (Weekly).

S. S. "AFRICA," 2,837 tons, 31st May, calling at Karachi, Pasni, Gwadur, Muscat, Bunder Abbas, Debai, Lingo, Bahrein, Bushire and Koweit.

FOR KARACHI AND BUSREH (Weekly).

S. S. "DWARKA," 1,695 tons, on THURSDAY, 27th May calling (for Mails and Passengers) at Muscat, Bushire, Mahomera and Busreh, also taking Passengers and cargo on through bookings to Ahwaz and Bagdad.

FOR RANGOON OR CALCUTTA (Direct).

Frequent sailings, for particulars of which, also as to onward connections to ports in Arracan, Burma, Straits Settlements, Mauritius Australia, and New Zealand.

MACKINNON MACKENZIE & CO.,
Agents, BOMBAY.

24th May, 1909.

COMPAGNIE DES MESSAGERIES MARITIMES,

FRENCH MAIL STEAMERS.

TO MARSEILLES.

Vessels.	Tons.	Captains.	To Sail on THURSDAY
AUSTRALIEN	8,365	Riquier	10th June 1909
SALAZIE	4,147	Magnen	8th July "
VILLE de la CIOTAT	6,376	Barillon	5th Aug. "
NERA	8,338	Martin	2nd Sept. "
DUMBEA	8,685	Boyer	30th Sept. "
SYDNEY	4,118	Rebuffat	28th Oct. 1909.

INTERCHANGEABLE TICKETS.

RETURN TICKETS can be made available for one way by the Messageries Maritimes and the Return Voyage by the Austrian Lloyd's or the Navigazione Generale Italiana's at Reduced Far

TO AUSTRALIA DIRECT
AND THE FAR EAST, TRANSHIPPING AT COLOMBO.

Vessels.	Tons.	Captains.	To Sail on or about
NERA	8,338	Martin	13th June 1909.
DUMBEA	8,685	Boyer	16th July "

For further particulars apply to—

L. BRICARD,
Agent,
Albert Building, Hornby Road.

AUSTRIAN UNDER MAIL THE AUSTRIAN LLOYD'S S. N. Co. CONTRACT WITH GOVERNMENT.

DIRECT LINE TO TRIESTE.

Steamer.	Tons.	Captain	To sail on
AFRICA	2,750	G. Bartole	1st June 1909
TRIESTE	5,095	S Clibunak	1st July 1909

ORDINARY LINE TO TRIESTE.

Steamers.	Tons.	Captain	To sail about
AUSTRIA	7,563	B. Cabol	25th May 1909

* Will call at Karachi.

RETURN TICKETS TO TRIESTE AND VENICE are available for two years.

THROUGH TICKETS TO LONDON.

1st and 2nd Class Single and Return Tickets are issued via Trieste the St. Gothards and other Routes.

INTERCHANGEABLE RETURN-TICKETS.

Are issued, to return either by Messageries Maritimes from Marseilles, or Navigazione Generale Italiana from Genoa or Naples to Bombay, or by North German Lloyd's from Genoa to Colombo, and vice versa.

Passengers to VENICE transhipp at TRIESTE to another steamer of the Company which takes about 6 hours to cross the Gulf, but during the Passengers' Season (March, April and May) all the Steamers of the direct Line will call on their Homeward voyages first at Venice and then at Trieste.

STEAM TO JAPAN via COLOMBO, PENANG, SINGAPORE, HONGKONG, SHANGHAI, YOKOHAMA, AND KOBE.

Steamers.	Tons	Captain.	To sail on or about.
PERSIA	5,805	P. Giurgevich	25th May 1909

For further particulars regarding passages, apply to,

W. DENSO,
Agent,
Austrian Lloyd's S. N. Coy
Sassoon House 52, Church Gate Street, Fort, Bombay

ANCHOR LINE.

REGULAR SAILING FROM BOMBAY TO MARSEILLES AND LIVERPOOL.

The following SAILINGS have been arranged :—

Steamers.	Tons.	Captain.	Date.
HYDRIA	8363	A. Haig	25th May, 1909.
MASSILIA	5091	W. Thomson	26th June, 1909.
OLYMPIA	5124	A. Tait	22nd June, 1909.
CIRCASSIA	6716	C. F. Osborne R. N. R.	14th July, 1909.
SCINDIA	5106	Wm. Kelso	26th July, 1909.
CASTALIA	6388	J. Hamilton	16th Aug. 1909.
HYDRIA	8363	A. Haig	23rd Aug. 1909.
MASSILIA	5091	Thomson	10th Sept. 1909.
OLYMPIA	5124	A. Tait	27th Sept. 1909.
CIRCASSIA	6716	C. F. Osborne, R. N. R.	11th Oct. 1909.
SCINDIA	5106	Wm. Kelso	27th Oct. 1909.
CASTALIA	6388	J. Hamilton	16th Nov. 1909.
HYDRIA	8363	A. Haig	27th Nov. 1909.

	Rs.
Bombay to Suez	385
Bombay to Portsaid	418
Bombay to Marseilles	578
Bombay to Liverpool (all the way by sea)...	605
Bombay to London from Marseilles and including 1st class rail ticket across continent	653
Bombay to New York	803
Return ticket to Liverpool (all the way by sea)	990
Return ticket to London overland from Marseilles and back from Liverpool ...	1038

All return tickets are available for 2 years.

Concessions granted to families, Railway employees, Hospital Nurses, Missionaries, Tea planters, &c.

Each steamer carries a duly qualified surgeon and experienced stewardess and is fitted with every comfort.

All steamers have electric lights and electric fans in every cabin free of charge.

Officers of the Army are exempted from the penalty attached to overstaying their leave by reason of delay in arrival of steamer, provided it is timed to arrive within the period of their leave.

The advertised rates to Europe include a passage by B. I. S. N. Co.'s steamer between Karachi and Bombay.

For any further information regarding passage, apply to the undersigned.

W. & A. GRAHAM & Co.,
Agents, Bombay.

BANKS.

COX & CO..

BANKERS AND AGENTS.

HORNBY ROAD, BOMBAY.

BRANCHES AT KARACHI, RAWALPINDI, MURREE AND SRINAGAR.

BANKING BUSINESS of every description transacted.
CURRENT and FIXED DEPOSIT ACCOUNTS opened free of charge, and Interest allowed thereon. Terms may be ascertained on application.
LETTERS OF CREDIT and CIRCULAR NOTES issued.
TELEGRAPHIC REMITTANCES made, and Addresses Registered with London Office free of charge
COX'S AGENCY Ld., engage Passages and secure best available berths to all parts of the World Free of Charge for Commission.
PASSENGERS met on Arrival and
BAGGAGE received for Shipment and Clearance
INSURANCES of every description effected.

List of Representatives and Correspondents and all information in connection with Agency Business and a copy of the Balance sheet will be sent on application.

HEAD OFFICE:
13, CHARING CROSS LONDON.

THE BANK OF INDIA, Ld

Incorporated under the Indian Companies Act VI. of 1882.

HEAD OFFICE: ORIENTAL BUILDINGS, BOMBAY.

CAPITAL SUBSCRIBED.... Rs. 1,00,00,000
CAPITAL CALLED UP ... „ 50,00,000
RESERVE FUND ... „ 1,75,000

DIRECTORS:

SIR SASSOON DAVID, Kt., Chairman, (Messrs Sassoon J. David and Co., (Bombay.)
SIR COWASJEE JEHANGIR, Bart. (Messrs Cowasjee Jehangir and Co.)
SIR FREDERICK LEIGH CROFT, Bart.
RATANJEE JAMSETJEE TATA, Esq.
GORDHANDAS KHATTAU, Esq. (Messrs Khattau Makanjee and Co., Bombay.)
LALUBHAI SAMALDAS, Esq. (Bhownuggur
KHETSEY KHAISEY, Esq. (Messrs. Heerjee Khetsey and Co., (Bombay.)
RAMNARAIN HURNUNDRAI, Esq., (of the firm of Hurnundrai Ramnarain, Bombay.)
JENARRAYEN HINDOOMULL DANI, Esq. (Moonim of Rajah Bahadur Sewlal Motilal, Bombay.)
The Hon'ble Mr. IBRAHIM RAHIMTOOLA C.I.E.

CURRENT DEPOSIT ACCOUNTS,

INTEREST is allowed on Daily Balance from Rs. 300 to Rs. 1,66,666 at the rate of 2½ per cent. per annum, and on sums over Rs. 1,66,666 by special arrangement No interest which does not amount to Rs. 2 per half-year will be allowed.

FIXED DEPOSITS,

Amounts for 12 months are received at 4½ per cent. and for other periods on terms which may be ascertained on application.

LOANS OVERDRAFTS, & CASH CREDITS,

The Banks grants accommodation on terms to be arranged against approved security.

The Bank undertakes on behalf of its Constituents the safe custody of Shares and Securities and the collection of dividends and interest thereon: they also undertake the sale and purchase of Government Paper and all description of Stocks at moderate charges particulars of which may be had on application

H. P. STRINGFELLOW,
Manager.

THE BANK OF BURMA, LD.

Subscribed Capital	Rs. 20,00,000
Paid up Capital	„ 14,00,000
Reserve Fund	„ 1,30,000

LONDON BANKERS—PARR'S BANK, Ld., and WILLIAM DEACON & Co., Ld.

Agents and Corresp ondents throughout India,

HEAD OFFICE—RANGOON.

BRANCHES:—CALCUTTA, MADRAS and Bombay

CURRENT ACCOUNTS may be opened with Rs. 150 and upwards and interest at 2½ per cent. per annum will be allowed upon daily balances upto Rs. 10,000 provided a minimum daily balance of Rs. 100 be maintained.

FIXED DEPOSITS are received as follows:—For 1 year at 6 per cent. For 6 and 9 months at 5 per cent. per annum. Special rates for Shorter periods.

SAVINGS BANK DEPOSIT FUND.—Sums as small as Rs. 10 are received in this account and interest allowed thereon at 5 per cent. per annum subject to the Rules of the Fund which may be obtained on application. Cheques on any Town in India, and Currency Notes of any circle received free of Charge in Fixed and Savings Bank Deposit Accounts.

Purchase and Sale of Stock effected and every description of banking business transacted.

F. D. STRANACK,
Manager.

Standard Buildings, Bombay, Sept. 1908.

NATIONAL BANK OF INDIA, LD.

SUBSCRIBED CAPITAL...	£1,600,000
PAID UP CAPITAL ...	£ 800,000
RESERVE FUND ...	£ 700,000

HEAD OFFICE:
7 BISHOPSGATE STREET, WITHIN LONDON

BRANCHES:

Calcutta,	Delhi,	Nowera-Eliya,
Bombay,	Futicorin,	Aden (Camp.)
Madras,	Chittagong,	Aden, (Steamer Point)
Karachi,	Rangoon,	Zanzibar,
Cawnpore,	Mandalay,	Mombasa
Lahore	Colombo,	Nairobi,
Amritsar,	Kandy,	Entebbe.

FIXED DEPOSITS.—The Bank receives DEPOSITS FIXED for one year and shorter periods, at Rates of Interest to be ascertained on application.

CURRENT DEPOSIT ACCOUNTS are opened for approved Customers, and interest is allowed at 2 per cent. per annum on daily balances from Rs. 1,000 up to Rs. 1,00,000, but no interest is allowed when the sum accrued does not amount to Rs. 5 half-yearly.

BILLS OF EXCHANGE, payable in the principal Cities of Europe, India, China, Africa, and Australia purchased or collected.

DRAFTS are granted on the Head Office and Branches of the Bank and on the principal Cities of Europe, Africa, America, and Australia. Remittances may be made by telegram.

The Bank undertakes the purchase and sale of Government Securities, Stocks, and Shares, and receive, same for safe custody, realising Interest and Dividends when due.

LOANS and CASH CREDITS granted on approved Securities.

J. BLACK,
BOMBAY *Ag. Manager.*

BOMBAY PRICE CURRENT and Summary of Trade, Published Weekly, on the Departure of the Overland Mail for Europe, containing a Specially-Written Market Report, Freight Report, &c., Summary of Cotton Exports during the Week, Imports and Exports of Bullion, Comparative Summaries of Exports, Comparative Summaries of Imports, of Piece-Goods, and of Yarn into Bombay from Great Britain, Share Lists and Rates of Exchange List of Vessels in Bombay Harbour on the date of publication, and Arrivals and Departures of Vessels during the Week, Charters and Steamerments. Annual Subscription in advance, Rs. 10. Sing copy Annas 4, "Bombay Gazette" Office, Green Street.

JEWELLERY.

Exclusive Novelties, Artistic and Distinctive in Design.

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JEWELLERY
WATCHES
CLOCKS
SILVER PLATE
ELECTRO-PLATE
WATCH REPAIRING
JEWELLERY REPAIRING
RE-PLATING.

English Chiming Clocks, and Reproductions from Old Styles, Chippendale, Sheraton, Etc.

FRENCH TRAVELLING CLOCKS
DINING and DRAWING ROOM CLOCKS, Etc.

EVERYTHING NEW AND UP-TO-DATE.

In Necklets, Pendants, Brooches, Bracelets, Scarf Pins, Lace Brooches in Pearl and Enamel or Fancy Stones.

Large Stock of UNSET STONES FOR MATCHING,

WE DO YOUR REPAIRS ON THE SPOT.

MARCKS & CO., LTD.,
BOMBAY & POONA.

REAL HAVANA CIGARS.

LA FLOR DE NERALDO.

Weight per cent. Per box.

		lb.	oz.	Rs.	a.
Admirals... ...	In boxes of 25 ...	1	13	17	8
Prince de Monaco.	„ 50 ...	1	8½	25	0
Bouquets ...	„ 25 ...	1	5	16	0
Bouquet Elegantes	„ 25 ...	1	5	10	0
Regalia Metropole	„ 50 ...	1	2½	17	8
LA FLOR DE HENRY CLAY.					
Regalia de la Reina.	In boxes of 25 ...	1	8	13	12
Regalia Preciosa Extra Fina	„ 25 ...	1	5	13	12
Regentes ...	„ 25 ...	1	14	13	0
Britanica Chica...	„ 50 ...	1	7½	23	0
Dalias	„ 50 ...	1	1	15	0
BOCK.					
Plaisir Imperial...	In boxes of 25 ...	1	12	16	0
Favorcidos ...	„ 50 ...	1	2½	15	0
Perfectos Extra...	„ 25 ...	1	11	17	8
LA CORONA.					
Bayaderas ...	In boxes of 50 ...	1	5	15	0
Puritanos Extra Fina	„ 50 ...	1	5½	17	12
Austriacos ...	„ 25 ...	2	1	17	8
LA INTIMIDAD.					
Rosas Extra Fina	In boxes of 50 ...	1	6½	12	0
Claveles	„ 50 ...	1	5	14	0
A. DE VILLAR Y. VILLAR.					
Alicantes ...	In boxes of 25 ...	1	9	15	0
Regalia de la Reina	„ 25 ...	1	4	11	0
Non plus Ultra...	„ 50 ...	1	8½	35	0
Arturos ...	„ 25 ...	1	12	17	8
Deleites ...	„ 25 ...	1	1	12	0
Especials ...	„ 50 ...	1	8½	15	0
LA ROSA AROMATICA.			×	×	
Aromaticos ...	In boxes of 25 ...	1	1	7	8
Regalia Corona ...	„ 50 ...	1	5	11	0

DUTCH HAVANA CIGARS.

La Lista Regalia Elegante ...	per box of 50 ...	Rs.	2 12
Cherry Brandy, very popular ...	„ 50 ...	„	3 0
Natural Principes Bouquets ...	„ 50 ...	„	3 4
Rarezas	„ 50 ...	„	3 8
La Fortuna, Diplomaticos ...	„ 50 ...	„	4 0
La Bolsa, Imperiales	„ 50 ...	„	5 0
Las Hermanas Mexican	„ 50 ...	„	5 4
Mi Bella, Delicious Smoke ...	„ 50 ...	„	5 8
La Flor De Medana, Dainties ...	„ 50 ...	„	6 0
El Sol, Imperiales	„ 25 ...	„	4 0
La Bolsa Superiores	„ 25 ...	„	4 8
Primissima, Exceptionales ...	„ 50 ...	„	7 0

EL ALICANTO.

Extra Flor Fina.

In square boxes of 50... ... ... per box ... Rs. 6 0
The above are packed in cedar wood inside, and Vacuum tin outside, in fine condition,

CIGARS MADE IN BREMEN.

Dona Anna with Gold foil	... per box of 50 ...	Rs.	12 0
Vera, Flor Fina „	... „ 25 ...	„	6 8
Flor de Alma, Silver foil	... „ 25 ...	„	4 0

Liberal discount is allowed to Messes and Clubs, and on orders for 500 and upwards.

THEODORO VAFIADIS AND CO.,
Cigar Merchants, 20, Esplanade Road.

JOSEPH EVANS & SONS,
(WOLVERHAMPTON), LTD.,
CULWELL WORKS, **WOLVERHAMPTON,** ENG.
MAKERS OF
PUMPS & PUMPING MACHINERY,
FOR
STEAM, HAND, HORSE, BELT & ELECTRIC POWER.
MINING & IRRIGATION PUMPS A SPECIALITY.

WRITE FOR LIST No. 20. CABLE: "EVANS," WOLVERHAMPTON. CODES: SWN & A B C (5TH EDITION)

EMPIRE OF INDIA
Life Assurance Company, Limited.

Head Office: BOMBAY.

Last year's business—Rs. 60,00,000.

INTENDING ASSURERS ARE INVITED TO COMPARE THE RATES AND CONDITIONS OF THE Empire of India Life Office WITH THOSE OF ANY OTHER COMPANY.

Before entering into a Contract for Life Assurance examine the ANNUAL REPORT AND BALANCE SHEET To satisfy yourself of the position of the Company.

THE PREMIUMS

are so moderate that, at the usual ages for assurance, Rs. 1,200 or Rs. 1,250 may be secured from the first for a yearly payment which would generally elsewhere assure Rs. 1,000 only—**the difference of Rs. 200 or Rs. 250 being equivalent to an immediate and certain Bonus of 20 or 25 per cent.**

Prospectus, Proposal forms and full particulars may be obtained from

E. F. ALLUM, *General Manager.*

BANKS.

HONGKONG AND SHANGHAI BANKING CORPORATION

Paid up Capital ... $ 15,000,000
Reserve Liability of Proprietors ... $ 15,000,000
Silver Reserve Fund ... $ 14,500,000
Gold Reserve Fund ... £ 1,500,000

COURT OF DIRECTORS AND HEAD OFFICE IN HONGKONG.

S. R. M. SMITH, *Chief Manager.*

LONDON BANKERS:
LONDON AND COUNTY BANKING COMPANY, Ld.
LONDON COMMITTEE

SIR THOS. JACKSON, BART., Chairman.
CARL MEYER, Esq., (Director, National Bank, Egypt.
WM. GAIR RATHBONE, Esq (Director Peninsular and Oriental Steam Navigation Co.).

A. M. TOWNSEND, C. S. ADDIS, } *London Managers*

BRANCHES AND AGENCIES:

AMOY.	HONGKONG.	RANGOON.
BANGKOK.	KOBE.	SAIGON.
BATAVIA.	LONDON	SAN FRANCISCO
BOMBAY.	LYONS.	SHANGHAI
CALCUTTA	MANILA.	SINGAPORE.
COLOMBO.	NAGASAKI.	SOURABAYA
FOOCHOW.	NEW YORK.	TIENTSIN.
HAMBURG.	PEKING.	YOKOHAMA.
HANKOW.	PENANG.	YLOILO.

CURRENT DEPOSIT ACCOUNTS.

Interest allowed at 2 per cent. per annum on Daily Balances of Rs. 1,000 to Rs. 1,50,000 provided the sum secured amount to Rs. 5 half-yearly.

FIXED DEPOSITS.

Are received for varying periods up to 12 months on terms which may be ascertained on application.

Drafts granted on London and the chief Commercial places in Europe, India, Australia, America, China, and Japan.

Credits granted, Bills purchased, and every description of Banking and Exchange business transacted.

C. H. WILSON
Agent.

CHURCH GATE STREET, BOMBAY.

THE YOKOHAMA SPECIE BANK, LD.

ESTABLISHED 1880.

CAPITAL PAID-UP ... Yen 24,000,000
RESERVE FUNDS ... „ 15,500 000

HEAD OFFICE:—YOKOHAMA.

BRANCHES AND AGENCIES AT:—

Antung-Kuan	Liaoyang	Peking
Changchuny	Lyons	San Francisco
Chefoo	Mukden	Shanghai
Dairen (Dalny)	Nagasaki	Tientsin
Hankow	Newchwang	Tientsin
Honolulu	New York	Tokyo
Hongkong	Osaka	
Kobe	Ryojun (Port Arthur)	
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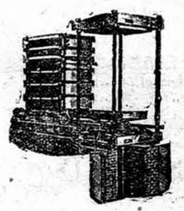
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SAW MILL SUPPLIES.
Wood Trimmers.
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CLUB BLEND WHISKY.
Rs. 2-4-0 per bottle.
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All Wine Merchants.
SOLE AGENTS
ALDRIDGE, SALMON & CO., LTD.,
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IF you wish to have your SHIKAR Trophies mounted, you cannot do better than entrust them to us, the leading firm of TAXIDERMISTS. We possess many beautiful and chaste designs for mounting Tusks, Horn and Hoof Trophies and can guarantee the fidelity of a likeness, and the quality and finish of our production in the setting up of heads and Skins for which we were awarded a GOLD MEDAL at the BOMBAY EXHIBITION. Write for Catalogue with Testimonials and Press Opinions,
MURRAY BROTHERS,
PRACTICAL AND ARTISTIC TAXIDERMISTS,
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You want Beautiful Teeth
—for health's sake, for beauty's sake. It is quite easy to have pure white and beatiful teeth; to keep them in perfect condition; arrest decay.
All you require is a good brush and
Rowland's Odonto
"For *Your* Teeth."
It thoroughly cleanses the teeth and leaves a delightful fragrance in the mouth. It contains no grit.
Buy it, because it's best. 2/9 at your own chemists. Rowland and Sons, 67, Hatton Garden, London.

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TRY THE
MAY BLOSSOM.
THE
MAY BLOSSOM
TEAS
Are the Best in the Market, having been picked and blended by an Expert.
A CHOICE CUP OF TEA.
BE PUT OFF WITH NO OTHER,
SOLD EVERYWHERE.
Apply early to
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RETAIL SUPPLIERS:—MESSRS. BRANDON & Co. Victoria Terminus and Messrs. DENISON & Co. Hummum Street, Fort.

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Icilma
(pronounced—eye-silma).
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Of all good Chemists and Stores.
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It is simple nowadays.
To do the raising and ensure light and dainty cakes use two ounces, of "the SURE raising powder"—
'PAISLEY FLOUR'
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ABSOLUTELY PURE AND WHOLESOME.
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"THE BOMBAY GAZETTE" OVERLAND SUMMARY AND WEEKLY BUDGET.

	Town.	Post.
Yearly ...	...	Rs. 12 Rs. 15
Half-yearly	...	„ 7 „ 8
Quarterly ...	...	„ 4 „ 5

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COMMERCIAL NEWS.

BOMBAY MARKETS.

MONDAY EVENING.] 24TH MAY, 1909.

IMPORTS OF TREASURE.

Packages.	Value.	From	Importer.
	Rs.		
1 Case Sovs	375		
Gold Coins ...	120	Jeddah	T Noorudin
Silver Dollars	694		
Rupees	680		
1 Box Rupees ...	2,300	Lamoo	P Valjee
1 Parcel Gold Bullion	3,450	Zanzibar	A H Kikabhai

EXPORTS OF BAR SILVER BY RAIL on 21st May, 1909.

By	Bars.	Ounces.
G. I. P. Railway.....	29	31,381
B.B. & C.I. Railway.	13	15,336

FINANCIAL.

Bank Rates:—
Bank of England... 2½ per cent, from 1st April
Bank of Bengal ... 6 per cent, „ 29th May.
Bank of Bombay... 6 per cent. „ 13th May.
Bank of Madras ... 8 per cent. „ 26th Jan.

Money:—
The Bank of Bombay cash balance is Rs. 8 lacs up.

Exchange:—
The market to-day has been unchanged and steady at 1s. 3 15-16d. T. T. and 1s. 3 31-32d. for demand Bank bills. There has been only a small enquiry for remittance. Credits are still scarce, but Banks are not buying under 1s. 4 3-32d. 3 months' sight. Far Eastern rates are quiet.

We quote :—

T. T. on London ...	1s. 3 15-16d.
Demand Draft ...	1s. 3 31-32d.
Credits—3 months' sight ...	1s. 4 3-32d.
Do 6 months' sight ...	1s. 4 3-16d.
Do 2 months' sight—France	169
Do 3 months' sight—Marks	137 1-2
Hongkong—30 days' sight...	132 1-2
Yokohama—30 days' sight ...	151 1-4
Shanghai—30 days' sight ...	176

Government Paper:—
The market opened to-day at 94 1-4 for cash and the settlement. There was a trifling enquiry in the morning which taken with the increase in the Bank of Bombay cash balance caused the market to advance to 94 5-16 for a time. Later business was very quiet and we close at the opening quotation. Calcutta market is advised as 94 5-16 for ready and forward.

We quote :—

Cash	Rs.	94·4
1st Settlement	„	94·4

Bullion:—
On Saturday the price of Bar Silver in London closed at 24 1-8 ready and 24 1-16 for delivery forward in two months. New York closed 1-4 down at 52 1-2. Locally the market opened quiet at 62 1-8 ex duty but improving slightly during the day. Bar Gold is steady.

We quote :—

	Rs.	a.	p.
English Bar Gold	24	4	0
Australian Bar Gold	24	3	0
Bombay Bar Gold	24	1	0
English Shield Sovereigns ...	15	4	0
English Dragon Sovereigns ...	15	3	0
Silver ex Duty—Ready ...	62	3	0
Ditto 1st Settlement ...	62	3	0
Ditto 2nd Settlement ...	61	13	0

COTTON.

Market Report:—
There is little change in the position of our market to-day. Prices are a trifle easier for New Crop and the usual "anttas" are doing in the bazaar, but other rates are more or less nominal in the absence of business.

Ready cotton is quiet but steady with a moderate demand, chiefly by mills.

QUOTATIONS:—

	Rs.	Delivery.
Fine M. G. Broach	260	May.
Good M. G. Broach	257 1/2	Mar. 1910.
Fine M. G. Nagpur-Kampti ...	255	May.
Fine M. G. Damangaum-Pulgaon	251	„
Fine M. G. Khasgaum-Akola ...	246	„
Fine M. G. Amraoti..... ...	246	„
Fine M. G. Muttra	241	„
F. G. M. G. Khandeish ...	236	„
Fine M. G. Khandeish ...	241	„
Fine M. G. Bengals	241	„
F. G. H. G. Bengals	196 1-2	Jan. 1910.
Good Westerns	239	May.
Good Saw Ginned Dharwar. ...	258	„

Liverpool Opener:—

Opening Tone	Easier.	
Estimated Sales	8,000	bales.
Total Imports	15,000	„

Future Delivery Prices:—

May.-June	June.-July	July.-Aug.	Aug.-Sept.
5·67	5·69	5·73	5·70
—01	—04	—05	—04
Sept.-Oct.	Oct.-Nov.	Nov.-Dec.	Dec.-Jan.	Jan.-Feb.
5·68	5·66	5·56	5·85	5·64
—04	—05	—04	—04	—05

MISCELLANEOUS.

Linseed:—
The market is firm with a good demand and we quote :—

Ready	Rs.	8	0	0 B. T.
May	„	8	5	6 R. T.

RAPESEED :—
The market is firm and prices are advancing.
We quote :—

Ready Brown Kutni ...	Rs.	7	1	6 B. T.
Ready Yellow Gujarat ...	„	7	14	0 „
Ready Yellow Cawnpore ...	„	7	13	0 „
Brown Delhi, ...	„	7	12	6 R. T.

Poppyseed :—
Rs. 9 15 6 R. T.
Tone—Firm.

Castorseed :—
Ready ... ... Rs. 32 0 0
Forward... ... ... Rs. 6 7 0 R. T.
Tone—Firm.

Cottonseed :—
Ready ... ... Rs. 24 12 0
Tone—Steady.

Shawraseed :—
July-August ... ... Rs. 6 3 0 R. T.
Tone—Firm.

WHEAT :—
The market is firm and we quote :—

White Delhi ...	Rs.	6	4	3 B. T.
White Pasni, 85 p. c.	„	6	8	0 „
Soft red	„	42	8	0 B. T.

THE SHARE MARKET.

Banks :—

Bombay	1,462 1-2
India	77
Indian Specie Bank	57 1-2

Mills :—

Century	295
Crescent	103 3-4
David	417 1-2
Lakhmidas Mills	275
Manockji Petit	3,087 1-2
Empress Mill	260

Presses :—

Indian Cotton	127 1-2
New Beaur...	485
New Mofussil	715

Miscellaneous :—

Bombay S. S. & T. Co. Ordinary..	105
Bombay S. S. & T. Co. Preference..	148
Bombay Flour Mill	880
Bombay Steam Nav. Ordinary ...	367 1-2
Colaba Land and Mill	1,075
Marcks & Co.	129
Tramdore and Co	635

Railways:—

Ahmedabad-Dholka	115
Ahmedabad-Prantej	590
Tapti-Valley	430

RECEIPTS.

The following are the receipts of Cotton and Produce into Bombay during the 24 hours ended at 6 p.m. on Saturday :—

Cotton	5,428	bales.
Wheat	20,905	cwts.
Linseed	16,984	„
Rapeseed	10,977	„
Gingellyseed	137	„
Poppyseed...	5,387	„
Groundnuts	198	„
Castorseed	3,451	„
Rice	4,376	„
Myrabollams	2,852	„
Cottonseed	4,520	„
Mowraseed...	48	„
Gram	4,519	„
Joowar	1,391	„
Maize	nil	

BANK OF BOMBAY.

THE following is the statement of the affairs of the Bank of Bombay, for the week ending 22nd May 1909, as compared with the statement of 15th May 1909 :—

	May 15	May 22.
LIABILITIES.	Rs.	Rs.
Capital	1,00,00,000	1,00,00,000
Reserve Fund	1,01,00,000	1,01,00,000
Public Deposits at Head Office	36,56,799	41,35,419
Public Deposits at Branches	59,92,810	58,29,622
Other Deposits	752,88,115	7,92,34,379
Post Bills	26,209	23,265
Sundries	25,57,726	26,09,384
Rs....	11,16,21,659	11,19,32,069
ASSETS.		
Government Securities.....	1,56,02,987	1,62,45,905
Other authorised Securities.	15,28,700	14,91,675
Credits on Govt. and other authorised Securities ...	1,98,24,040	1,96,93,228
Loans do. do.	2,64,49,574	2,58,91,785
Bills discounted and purchased	1,85,15,377	1,78,67,898
Dead Stock	3,13,744	3,13,876
Stamps	5,478	5,372
Bullion	6,38,692	6,25,856
Balances with other Banks.	7,59,762	10,17,726
Sundries	4,95,509	5,03,851
Cash	2,74,87,796	2,82,74,897
	11,16,21,659	11,19,32,069

THE MADRAS MARKET.

Banks.

Bank of Madras...	1,150
Bangalore Bank...	Sellers 120

Mills and Presses.

Bangalore Woollen, Cotton, & Silk ... Sellers	110
Do. do. 6 per cent Deb. 1910 Sellers	1,000
Buckingham Mill 7 o/o Pref. 1st Jan. July ...	105
Do. do. do. 31st Dec. ...	1,025
Do. 6 per cent. Deb. 1909 ...	1,000
Carnatic	1,000
Do. 6 per cent. Deb. 1913	1,000
Coimbatore Spinning & Weaving A Shares Seller	150
Do. do ... B. Shares (75 paid) Buyers	120
Do. do 6 per cent. Debentures Sellers	500
Coral ... Buyer	150
Jamalamudgun Press	400
Madras United S. W. & M. ...	2,800
Do. Do. ...	700
Madura ... ... Sellers	125
Mysore Spinning & Manufacturing ...	nom. 200
Tadpatri Press (Ord.)	550
Do. 7 per cent. Cum. Pref. ...	104
Tinnevelly Mills Coy.	750
Tinnevelly Cotton Press ... ... Seller	130
Tirupur Press	450

Miscellaneous.

Burma Investments	12
Burmah Oil Coy.	£1 12s. 9d.
Cochin State Railway 5 o/o Loan (1911) Seller	100
Ditto ditto 4 o/o Loan (1918) Seller	98
Deccan Sugar and Abkari, Ld. (Ord.) ... Sellers.	
Ditto 7 o/o 1st Mort. Deb. (1913) Sellers	1,000
Ditto ditto (1909) ...	1,000
Do. 7½ per cent. Cum. Pref. A. Shares	Par.
Do. 5 ditto B. „ ...	Par.
E. I. Distilleries & Sugar Factories (Ord.) ...	9s. 6d.
Do. 5 per cent. Deb. ... Sellers	£91
Do. 7 per cent. Cum. Pref.	10s.
East Indian Tea & Produce...	10s.
Indian Aluminium (fully paid) ...	110
Malabar Timber Yards & Saw Mills...	Nom 100
Do. 7 per cent. Cum. Pref.	Nom Par.
McDowell and Co. (Ord.)	Seller 150
Do. 6 per cent. Cum. Pref ..	Sellers 97
Madras Electric Tramways (Pref. Ord.)	...nom £1
Madras Electric Tramway 5 o/o Sterling Debs	£89
Madras Electric Supply Corpn. (10s. paid) ...	
Do. 5 percent Construction Debentures.	£78
Massey and Co. (Ord.)	135
Do. 6 per cent. Cum. Pref. Seller	102
Oakes and Co. (Ord.)	100
Do. 5 per cent. Debentures 1910... Seller	100
Do. 6 per cent. Cum. Pref. ...	100
Potacamund Municipal 6 per cent. Debs. Buyers	100
Oriental Benefit and Deposit Society ...	114
Peninsular Mineral (Rs. 80 paid)... ...	65
Ramnad Raj Sterling 5 per cent.	£100
Rangoon Oil	80
Sivagunga Zemindary 5 per cent. Bonds	£ 100
Smith, W. E. & Co. (Ord.)	140
Do. 6 per cent. Cum. Pref. ...	105
South India Industrial 8 per cent. Cum. Ref. Buyers	55
South Indian Railway Debentures	£122
Do. (Capital Stock, 1911)... ...	£101
Southern India Rubber (Rs. 75 paid) ...	80
Shell Transport and Trading Company ...	5½. 6d.
Do. 5 per cent. Preference	£10-15-0
Spencer and Co. (Ord.) ... ... Buyers	150
Do. 6 per cent. Cum. Pref. ...	108
Tanjore District Board 4 per cent. Loan ...	90
United Coffee Supply (Ord.) ... ...No Sellers	
Do. do. (6½ per cent. Pref.)	154
Vizianagram Mining	26s.

INDIAN GOLD MINES.

Anantapur Gold (fully paid) ...	10s. 6d.
Balaghat (fully paid)	6s.
Do. 10 o/o Preference (fully paid) ...	13s.
Burma Ruby Mines	7s.
Champion Reef (fully paid)	7s. 6d.
Deccan Goldfield Development (11s. paid) Sellers	2d.
Dharwar Gold (fully paid)	1s. 3d.
Dharwar Reefs (18s. paid)	1s. 6d.
Glenrock (Reconstruction)	3d.
Goldfields of Dharwar	6d.
Goldfields of Mysore (18s. paid) (new shares)!	1¼d.
Hosur Gold Mines (fully paid)	3d.
Hutti (Nizam's) (fully paid)	18s 6d.
Hyderabad (Deccan)	42s. 6d.
Kempinkote (New) (fully paid)	4½d.
Mysore Gold (fully paid)	105s.
Mysore Reefs (Ord.)	6d.
Mysore West (19s. paid)	6d.
Mysore Wynaad (10s. paid)	6d.
Nanjungud (fully paid) ... ... Seller	Rs. 7-8.
Nundydroog (fully paid)...	25s.
North Anantapur (fully paid)	10s.
Ooregum Ordinary (fully paid)	22s. 6d.
Ooregum Preference (fully paid)	22s 3d.

HOME REMITTANCES.

The Treasury, Calcutta, 22nd May, 1909.

The weekly Memorandum of Remittances to the Home Treasury :—

Amount to be remitted during 1909-10...£16,200,000
Remitted from 1st April 1909 to 22nd May 1909, by Council Bills .....£ 4,527,867
„ „ By Gold.....£ nil
Balance to be remitted from 23rd May 1909 to 31st March 1910 .....£11,672,133

A WELL-KNOWN French millionaire, who is believed to be dying, has given instructions that £12,000 is to be spent on his funeral. The coffin, which cost £800, has been ready for two years (says the "Daily Mail"). The funeral cortege will be more magnificent than any seen in the history of the Republic. Four thousand employees will walk behind the coffin, preceded by an outrider in gala costume and 200 bank messengers in livery. The mourners will be driven to the cemetery in Louis XV. coaches, with powdered lackeys, wearing knee-breeches and three-cornered hats, sitting behind. Every one must wear white gloves. The musical part of the service will be performed by the best musicians from the Opera and other theatres of Paris. The interment will take place at the Pere Lachaise Cemetery.

EMPIRE OF INDIA LIFE ASSURANCE COMPANY.

ON Thursday, April 22 last, the twelfth annual general meeting of the Empire of India Life Assurance Company, Ltd., was held in Bombay, when a most favourable report was submitted by the directors. Since the last valuation was made by Mr. G. F. Hardy, F.I.A., as at February 28, 1907, the business of this Indian office has made very considerable strides, and in the past year the progress made was specially gratifying, the new assurances effected being more numerous and for a larger amount than in any previous annual period, while the gains in premium income, funds, and interest earnings were again noticeably important. In the year which completed the company's second quinquennium 2,395 new life policies were issued for an amount of Rs. 35,21,000; the total premiums, less re-assurances, were Rs. 6,16,511; and the life assurance fund stood at Rs.16,02,320 when the books were closed. In the following year, 1907-08, the output of policies was enlarged to 2,369 and the new amount assured to Rs. 36,08,000; the total premiums increased to Rs. 7,54,102, and Rs. 20,83,887 were in hand when the new term was begun. Now we find from the current report that in 1908-9 as many as 2,563 policies of Rs.40,25,460, were completed; that the premium income (net) amounted to Rs. 8,94,054; and that the very substantial sum of Rs.5,85,319 was added to the life assurance fund, increasing its aggregate to Rs.26,69,206. A glance over previous accounts shows that the gain in this last respect compared with Rs.5,14,439 in 1907-8, with Rs 4,01,777 in 1906-7, and with Rs.3,26,156 in the preceding twelve months.

It is evident from these few comparisons that the business of the Empire of India Life is now broadening out very rapidly, and before another dozen years have expired we shall probably have to deal with numbers and amounts by the side of which present-day totals will seem most insignificant. The upbuilding of a life assurance business is always a slow process at the outset, because it takes time to familiarise people with a new name and to win their confidence. In the case of the Company whose accounts we are reviewing this initial difficulty seems to have been overcome, for not only is the new business growing very satisfactorily, but the business in force is assuming fairly important dimensions. Last year the new premiums amounted, we observe, to Rs. 2,20,159, including Rs. 5,280 received by single payments, and on February 28, when the balances were struck, there were 11,383 life policies on the books, assuring an aggregate net sum of Rs. 1,76,06,209. For a twelve-year-old Company, which makes a feature of issuing policies for small sums, this is a by no means poor record, and it has rarely been equalled, we think, either in Great Britain or anywhere else. When the first five years ended on February 28, 1902, there were only 2,364 policies in force, and that number was increased to 8,035 when the second quinquennium terminated. Since then, as will be seen, 3,248 policies have been added to the total—1,556 in 1907-8 and 1,692 last year—facts which prove either that confidence in the company is increasing or that more stable patronage is being secured.

It matters little which is the true or the truer explanation, for either way there is evidence that the "Empire of India" is now making solid progress and its founders can rest assured that the modest little office they created towards the close of the nineteenth century is destined to be great some day. There are several reasons justifying this remark. In the first place the mortality experience of the Company has all along been remarkably favourable. Although the foundation of the business almost synchronised with a specially virulent outbreak of bubonic plague, death claims have called for small sums only, showing that the risks have been carefully selected; secondly, a fairly high rate of interest is earned on the life assurance fund; and, thirdly, the expenditure has consistently been moderate, when measured by the volume of new business transacted and the average amount of each policy written. As a matter of fact, the Empire of India's expence ratios will bear the strictest analysis. Take the very latest figures, for example. From premiums (gross) and interest a total income of Rs. 9,96,006 was raised last year, but of that amount no less than Rs. 5,85,319, or 58·77 per cent., was saved after payment of all claims, expenses, and re-assurances. A result of this kind is particularly good, seeing with what difficulties the management had to contend. Already as will be seen, nearly three years' premiums have been accumulated, and a brief calculation shows that each policy in force is for an average amount of Rs. 1,564—not a large sum when converted into pounds sterling. All signs indeed point to sound and conscientious management—management which not only deserves, but is certain to win success and fame.—The "Insurance Observer."

DAILY EXPORTS—MAY 24.

FOR LIVERPOOL.

Rydal Hall s—84 cwts linseed, Baner and Krause; 7 bales yarn, Bradbury Brady and Co; 35 bales wool, W and A Graham and Co.

Elysia s—36 bales wool M J Jooma and Co; 6 bales wool, D Nagji.

FOR PHILADELPHIA.

Arabia s—304 casks skins, C J Mathews and Co.

FOR LONDON.

Arabia s—7,000 cwts wheat E D Sassoon and Co; 2,190 cwts myrabollams, E Oomersey, 8,000 cwts wheat, and 500 cwts castorseed, Ralli Bros; 1,050 cwts myrabollams, A Khimji; 4,055 cwts cottonseed, P Mathuradas and Co.

FOR MARSEILLES.

Rydal Hall s—1,980 cwts linseed, J Facheri; 2,001 cwts gingellyseed, E D Sassoon and Co; 100 cwts gum, M Jafferbhoy.

FOR HULL.

Umhlote s—4,000 cwts cottonseed, Wagji Becher; 1,150 cwts cottonseed, Tata Sons and Co.; 2,928 cwts castorseed, C Momraz.

Vigo s—50 cwts myrabollams, E Oomarsey.

Hindoo s—6,000 cwts cottonseed, W Becher.

FOR AMSTERDAM.

Bardistan s—4,000 cwts rapeseed, E. D. Sassoon and Co.

FOR HAVRE.

Djibouti s—100 bales cotton Ralli Bros; 55 bales cotton, Glazebrook and Co.; 110 bales cotton, E Spinner and Co; 700 cwts mustardseed and 4,990 cwts rapeseed, John Fachiri; 1,603 cwts mustardseed, A Blaschecks and Co; 4,000 cwts linseed, N Rajaram; 4,000 cwts linseed, Ralli Bros.; 506 cwts crushed bones, P Jethabhoy.

FOR ANTWERP.

Glendhu s—165 bales cotton, E Spinner and Co; 110 bales cotton, J A Begbie and Co; 150 bales hemp, N Futtehally; 1,000 bales cotton waste, C Peraj and Co; 4,000 cwts bones R Kaderbhoy; 4,000 cwts wheat, Killick Nixon and Co; 2,001 cwts rapeseed E D Sassoon and Co; 160 bales hemp, J N Kapadia and Co; 112 bales hemp, E Oomersey; 55 bales cotton waste, T Canji.

Bardistan s—18,000 cwts wheat, David Sassoon and Co; 2,000 cwts wheat Killick Nixon and Co; 2,000 cwts rapeseed N Laloobhoy; 5:2 cwts rapeseed, C Boggiano and Co; 4,641 cwts linseed, L Dreyfus and Co; 2,080 cwts linseed, S Cooverji and Co.

FOR HAMBURG.

Schwarzenfels s—178 cwts rapeseed, Volkart Bros.

FOR GENOA.

Djibouti s—700 bales cotton, Ralli Bros.

FOR LEGHORN.

Visigoth s—3,000 cwts linseed, Ralli Bros.

FOR TRIESTE.

Africa s—110 bales cotton Glade & Co; 6 bales cotton A Blascheck & Co, 113 cwts mother-of-pearl shell and 187 cwts olibanum, M Jafferbhoy.

FOR VENICE.

Africa s—100 bales cotton A Blascheck & Co, 25 cwts olibanum, M Jafferbhoy.

FOR ODESSA.

Africa s—60 cwts gum, M Jafferbhoy.

FOR HONGKONG.

Devanha s—105 cwts sandalwood, M M Esabhoy, 1 1-2 cwt ivory, K N Miani & Co; 6 cases opium, P and O Co.

Yetorofu Maru s—150 cwts gum F P Talati, 500 bales twist, David Sassoon & Co.

FOR SHANGHAI.

Devanha s—300 bales twist, C Bhowanidas; 2 chests opium, Tata Sons & Co; 46 chests opium, C Bomonji & Co.

Yetorofu Maru s—250 bales twist, David Sassoon & Co.

FOR KOBE.

Devanha s—200 bales cotton, The M B Kaisha.

Yetorofu Maru s—637 bales cotton, R D Master; 200 bales cotton, H N Madraswala & Co.

FOR YOKOHAMA.

Yetorofu Maru s—200 bales cotton H N Madraswala & Co.

DOMESTIC OCCURRENCES.

THE Charge for Announcement of BIRTHS, MARRIAGES, DEATHS, and MEMORIAM NOTICES, which must be authenticated by the name and address of the sender is Rs. 2 for six lines or less, and 8 as. for every additional line. CASH strictly in ADVANCE.

INDIA.

BIRTHS.

CHURCH—At Simla, on the 18th May the wife of Major G. R. Church, R. G. A., of a daughter.

MARRIAGE.

MARTELLI—CARTER—May 3, at Christ Church, Muttra, U. P., India, by the Revd. W. Lachlan Bell, M. A., Charles Inglis Holroyd, only son of Col. N. C. Martelli, I. A., of Mcnabey, Fermoy, Ireland, to Edith Olive, eldest daughter of Albert Carter, Rostrevor, Anerley, Surrey.

DEATH.

COURTIER-DUTTON.—May 16, at Bundee, Grace Thomson Burr, wife of S. Courtier-Dutton, Assam, and daughter of the late William Anderson, Esq., City Architect, Dundee.

H. T. BINKS,
UNDERTAKER
AND
MONUMENTAL SCULPTOR,
Clare Road, Byculla, Bombay.
TELEPHONE NO. 947.

BOMBAY.

TO-DAY.

Sun rises, 6h. 2m. Sun sets. 7h. 9m. High water, 2-52m., 3-52a. Low water, 8-36m., 10-25a.

Municipal Standing Committee, 1-40 p. m.

Improvement Trust, 4 p. m.

Middleton's Moving Pictures, opposite Elphinstone High School.

Excelsior Cinematograph, Esplanade.

Maxim : "After being let in on the ground floor of a big deal a man sometimes discovers that some other chap crawled in through the cellar window."—CHICAGO DAILY NEWS.

PHASES OF THE MOON.—May 27th, First Quarter 6h. 57-8m. a.m.; May 17th, in Perigee, 2-5h. a.m.; May 1st, in Apogee, 5-4h. a.m.; May 28th, in Apogee, 10-9h. p.m.

THE WEEK'S CALENDAR.

Wednesday, May 26.—Mareland Price and Co., statutory general meeting, Apollo Street, 3 p. m. Sun rises, 6h. 1m. Sun sets, 7h. 9m. High water, 3-45m., 4-41a. Low water, 9-26m., 11-40a.

Thursday, May 27.—Sun rises, 6h. 1m. Sun sets, 7h. 10m. High water, 4-50m., 5-34a. Low water, 10-33m.

Friday, May 28.—Sun rises, 6h. 1m. Sun sets, 7h. 10m. High water, 6-19m., 6-31a. Low water, 0-45m., 11-57a.

Saturday, May 29.—Sun rises, 6h. 1m. Sun sets, 7h. 11m. High water, 7-38m., 7-24a. Low water, 1-34m., 1-11a.

Sunday, May 30.—Sun rises, 6h. 1m.; Sun sets, 7h. 11m.; High water, 8-38a., 8-13a.; Low water, 2-12m., 2-10a.

Monday, May 31.—Naigaum Mills Company, Limited, Extraordinary General, Meeting, Hornby Road, 4 p. m.; Sun rises 6h. 1m.; Sun sets 7h. 11m.; High water 9-24m., 8-58a; Low water 2-48m., 3-0a.

Tuesday, June 1.—Sun rises 6h. 1m.; Sun sets 7h. 12m.; High water 10-4m.; 9-40a. Low water 3-23m., 3-45a.

POSTAL NOTICE.—Mails consisting of specially superscribed correspondence for Ceylon, the Straits Settlements, China and Japan per s.s. "Persia" will be closed at the General Post Office at 10-30 a.m. to-day, (Tuesday.)

MIRACULOUS ESCAPE.—About 7 o'clock on Sunday night a Mahomedan lad named Mahomedbux Vazir, aged 18 months, while playing near an open window on the second floor of a house in Abdul Rehman Street, over-balanced and fell out of it. A Parsi happened to be going along the street at the time and the child fell on him and then on the ground. The break in the fall saved the child, who escaped with a few abrasions on the back of the head. It was treated in the G. T. Hospital.

BAND AT THE YACHT CLUB.—By kind permission of Lieut.-Col. R. E. Figgis, V. D., and Officers, the Band of the 1st Battalion B. B. and C. I. Railway Volunteer Rifle Corps, will play the following programme of music, under the direction of Mr. H. C. Dane, commencing at 6-15 p.m. (S.T.) to-day :—

March	Royal Arthur ..... Collier
Overture	Fest ..... Leutner
Selection	Amesis ..... Faraday
Valse	Wedding of the Winds ..... Hall
Selection of Tosti's Songs	Pougher
Song	Down the Vale ..... Moir
Two Step	Anona ..... Grey

BAND AT THE ST. GEORGE'S HOSPITAL.—By kind permission of Lieut.-Colonel S. J. Sarjant, V. D., and Officers, the String Band of the 1st Battalion G. I. P. Railway Volunteers, will play the following programme of music under the direction of Mr. A. Mallandaine, Bandmaster, commencing at 5-30 p. m. to-day :—

March	El Capitan ..... Sousa
Valse	Valeta ..... Morris
Grand Selection ...	Les Huguenots ..... Meyerbeer
Valse Spanish	Picadore ..... Brockett
Selection	King of Cadonia ..... Jones
Galop	Skuse Crabapple ..... Thurban

B. E. S. BOYS' HIGH SCHOOL, BYCULLA.—Examinations. School Successes—January, 1909, to May. Matriculation Examination.—Seven boys were sent up, i. e., the whole class, except one boy, who was too young according to rules. All passed. H. Oatley distinguished himself in Mathematics and Science and took the 5th place; F. Rickwood distinguished himself in English and Latin and stood 10th on the list. School Final Examination—Four boys presented. All passed. Cambridge Local Examination—Six boys sent up. All passed, Two Seniors, two Juniors and two Preliminary. One of the Juniors obtained distinction in Latin. From the Education Inspector's Report—Extract.—"As far as I could judge the teaching is characterised by care, accuracy and attention to detail. In games the school deservedly has an excellent reputation." The Cadets won all the competitions open to them, viz., Volunteering.—The Shooting Competition (the Blaney Cup), The Marching Competition, the Drill Competition. All the prizes in both the Boxing Competitions. Hockey—The Elton Cup. In the Finals in the Aga Khan Junior Tournament.

THE intention to open Yildiz Kiosk to the public will render one of the finest libraries of the world accessible to research. The library of Yildiz Kiosk contains treasures in the shape of old Greek, Arabian, and Persian manuscripts. These manuscripts were collected in the fourteenth, fifteenth, and sixteenth centuries in Greek monasteries, and belonged to the library of the old Serail. Abdul Hamid had all the books and manuscripts of this library removed to his palace, and thus withdrew them from public use.

THE Karachi Port Trust have recently placed with Messrs. Stothert and Pitt (Limited), of Bath, an order for a floating steam crane. This steam crane, to be capable of lifting a lead of 30 tons of a maximum radius of 60 feet will be placed on a self-propelling pontoon, and will be fitted with all motions—lifting, slewing, and jib adjusting. There will be two sets of engines, each having two cylinders 9 inches diameter by 12 inches stroke, and fitted with link-reversing motion.

POLICE NEWS.

PRESIDENCY MAGISTRATES' COURTS.

ESPLANADE.

Before Mr. J. W. S. Dracup, Third Presidency Magistrate.

ALLEGED THEFT OF DIAMONDS.

ALUM SUBSTITUTED FOR STONES.

Inspector Sullivan charged one Venkata Swami Naidu with the theft, on the 29th March last, of diamonds valued at Rs. 14,287, belonging to Mr. Menache, residing in the Taj Mahal Hotel. Mr. M. K. Pradhan, Pleader, defended the accused.

Inspector Sullivan stated that the accused, who was a broker, and another person agreed to buy diamonds from the complainant. They selected some diamonds, which they returned to the complainant in a sealed packet. It seemed that they had, however, managed to substitute alum for the diamonds before the packet was sealed and while the complainant was attending to some other work. The accused gave Rs. 1,287 as earnest money, and it was arranged that the packet should be delivered to the accused on the balance being paid. The accused, however, failed to pay the balance on the day fixed. Telegrams were sent to Madras to the address given by the accused, but no reply was received, and the complainant became suspicious. He opened the packet in the presence of several persons, when it was found that it contained alum instead of diamonds. Information was given to the police, who arrested the accused in Madras and brought him down to Bombay.

Inspector Sullivan asked for a remand.

Mr. Pradhan said that the accused acted only as a broker, and that the man who took the principal part in the transaction was not forthcoming. He applied for bail.

The application was refused and the case was adjourned.

MAHOMEDAN BOY STEALS RS. 425.

Before the same Magistrate, Inspector Morris charged one Hussain Ali Currimbhoy, a Mahomedan lad, with stealing Rs. 425, belonging to his master Currimbhoy Essajee. The charge against the accused was that on Friday last he stole the money from the pocket of his master's coat, which was hanging in a room. The next morning he disappeared. The complainant, on missing the money, informed the police, who arrested the accused near the Church Gate Station. Rs. 395 were found on the accused's person.

The accused pleaded guilty and said that he spent the rest of the money in buying cloth and buttons, and in feasting and taking drives. He was sentenced to receive six stripes.

MAZAGON.

Before Rao Bahadur C. H. Setalvad, Fourth Presidency Magistrate.

RAID ON A CHANDULKHANA.

Abkari Inspector Fernandes Velloz charged Naju Tajan, a Mahomedan woman, with selling and with being in possession of six and a half tolas of chandul without a licence. The accused was arrested by Inspector Patterson on Monday morning while selling four cups of chandul to a customer in a chandulkhana in Kamatipura 1st Lane. On the place being searched the accused was found to be in possession of six and a half tolas of chandul. It transpired during the trial that there was a gambling house on the top of the chandulkhana and several Pathans were arrested there last week while gambling. The accused was convicted and sentenced to twelve days' rigorous imprisonment on the first charge and to pay a fine of Rs. 30, or in default, to undergo ten days' rigorous imprisonment on the second charge.

HONORARY MAGISTRATES' COURTS.

FORT.

Before Mr. P. B. Jeejeebhoy.

ILL-TREATING ANIMALS.

Their Worships disposed of 41 cases, the majority of which were against bullock-cart drivers for ill treating animals, and against victoria drivers for plying for hire off the stand, and without a licence.

GIRGAON.

Before Mr. Motilal J. S. Shroff (Chairman), and Dr. Khantaram Vithal.

DRIVING ON THE WRONG SIDE OF THE ROAD.

Their Worships disposed of 65 cases, including one in which one Jaikaran Moonbir, a coachman, was charged with driving his conveyance on the wrong side of the road. The accused was convicted and fined Rs. 30.

DADAR.

Before Messrs A. J. Agabeg (Chairman), and V. S. Joshi.

DRUNKARDS.

Their Worships disposed of a number of cases, in any of which were against drunkards and persons of disorderly behaviour.

MAZAGON.

Before Dr. Dandeker (Chairman), Kazi Murge, and Rao Bahadur Vandeker.

DISORDERLY BEHAVIOUR.

Their Worships disposed of 52 cases, some of which were against drunkards and persons of disorderly behaviour.

THE CITY MORTALITY.

THE Municipal Office returns for the twenty-four hours, ending at 6 a. m. yesterday, give the following results :—

Wards.	Plague.	Total deaths from Attacks.	Deaths. all causes.
A Upper, Middle and Lower Colaba, Fort Northern, Fort Southern and Esplanade	1	1	4
B Mandvi, Chukla, Oomerkhadi and Dongri	1	1	13

SHIPPING INTELLIGENCE.

THE steamer Hydra, 836 tons, Captain G Kirseborn, will sail to-day for Bangkok with a general cargo.

THE steamer Lord Kelvin 2,157 tons Captain W F Mauser, sailed on Monday for Rangoon in ballast.

THE B I S N Co's steamer Linga, 951 tons, Captain H M Cudmore, sailed on Monday for Karachi via Katiawar Coast ports, with a general cargo and passengers.

THE steamer Hallamshire, 2,856 tons, Captain G. Elliott, arrived in harbour on Monday from Barry, with a cargo of coal.

THE B I S N Co's steamer Waroonga, 1,603 tons Captain F Johnstone, sailed on Monday for Busreh via Katiawar Coast ports, Karachi and Persian Gulf ports with a general cargo 1 cabin and 65 deck passengers.

MEN-OF-WAR & ROYAL INDIAN MARINE SHIPS.

DOCKYARD.

H M S Proserpine Comdr...Leatham .....Royal Navy
R I M S Northbrook Comdr A. J. Marsack...R I Marine
R I M S Sardinge Lt LaTouche .....R I Marine
R I M S Dalhousie...Comdr C Stocken .....R I Marine
R I M S Palinurus ..Lieut Thune in charge...Survey St
R I M S Investigator...Lieut Thune in charge Survey St

In the Stream.

R I M S Dufferin ...Lieut Gould Smith ..... R I Marine

VESSELS IN THE HARBOUR.—May 24.

Belle of Franco2468Corgill ....K Nixon & Co
Greenbank.....2474Harrison .....The Captain
Haidari.....1563deLorne.....B & P S N Co
Inswich.....575 Pigot ....Rangoon...B & P S N Co
Jaba.....134Wilson .....E A Protectorate
Lord Kelvin.....2158 Masser .....K Nixon & Co
Nadir .....2041 Bird .....T Morrison & Co
Oonda.....3410 Dagge .....M M & Co
Shah Jehan.....2586 Webb .....B & P S N Co
Saifi .....1445 .....Bo & H S N Co
Strathgarry .....2840Stanhope ...W & A Graham & Co
Strathgarry .....2840Smith .....K Nixon & Co
Assaye .....4359 Jones .....Shanghai...9-6 P & O Co
Hollamshire.....2856 Elliott .....
Austria.....4891 Gabel.....A L S N Co

30 ton Crane.

Hydra.....831 Kirseborn...Colombo 25-5...F F C & Co

VESSELS IN DOCK.—May 24.

PRINCE'S DOCK.

Vessel.	Ton.	Capt.	Dest.	Date.	Agents.
A Garscube...	2297	Findlay	K'chi	27-5	W & A G & Co
B Kybfels...	3179	Strickey...	Karachi	1-6	W & A G & Co
C&R Locksley Hall.....	2310	Mason	Antwerp...	28-5	K Nixon & Co
D & E Glan Ferguson.....	9109	Jones.....	Madras...	1-6	F Muir & Co
F Vigo...	2020	Harbord	Hull via Karachi.....	26-5	F Muir & Co
H Firoozs...	2905	Watson....	Jeddah...	29 6	B & P S N Co
K Umhlotil ...	398	Clarke....	Amsterdam	30-5	R A Willis
M Visigath....	2613	Ru'es....	Amsterdam...	and Leghorn.....	25-5 Ralli Bros
N Harlesden ...	2724	Gray	P'delphia...	29-5	K N & Co
P Schwarzenfels.....	3664	Seibji Hamburg.....			25-5 W & A Graham & Co
Q Hindoo.....	3156	Groves...	Hull via Kchi...	2-6.....	F Muir & Co

H. W. P. D.

Pevani.....552 Ismail....Bangar...26-5...Bo S N Co Ld

VICTORIA DOCK.

1 Shirley.....2198 Parker ...N-F...28-5...M M & Co
2 Kt Templar 4601 Billett Dunkirk &c 29-5 K N & Co
3 Perlaia ...3779 Gueljevech...Kobe ..25-5 A L S N Co
4 Yotorofu Maru.....3,067.....Ooyeda...Kobe 27-5... N Y Kaisha
5 Rydal Hall.2139 Donton...Liverpool 28-5 Amsterdam K Nixon & Co
6 Glendhu.2329 Thorne.Liverpool.29-5 W & A G & Co
7 Djibouti...2397 James ...Marseilles...31-5 K N & Co
8 Africa ..2565 Darlots...Trieste &c...1-6 A L S N Co
9 Elysia...3494 Haig...Liverpool 25 5 W & A G & Co
10 & 11 Devanha4.....785 Hayward.....Shanghai 25-5 P & O S N Co
12x13 Arabia.....4167 Leigh ...London...5-6 P & O Co
14 Damra.....762 Manly...Karachi... 2-05 M M & Co
15 Bardiston ...2500 Davies...Antwerp ..5-6 M M & Co
16 Dwarka.....759 Moxon...Busreh...27-5 .M M & Co M W D D
Q Mozaffari.1337 Moloney ...Darban...1-6 B & P S N Co

ARRIVAL.

May	Vessel.	Commander.	From
24	Hollamshire s.....	Elliott	Barry, Apl 27

DEPARTURES.

May	Vessel.	Commander.	Destination.
24	Fife s	Harrison	Hull, &c
	Linga s	Cuthush	Karachi, &c
	Waroonga s.....	Johnstone	Busreh, &c

The steamer Hydra Kirseborn for Bangkok, obtained her portclearance yesterday :—

The following vessels began to load yesterday :—
Steamer Dwarka for Persian Gulf, &c.
" Hindoo for Hull.
" Badrpe for Hoodeida, &c.
" Kybfels for Antwerp, &c.
" Haidari for Mauritius, &c.

MADRAS.

ARRIVALS.

May.	Vessels.	From
13	Steinberger	Middlesbro
15	Glenaffric	London
19	Retenfels	New York
20	Twingone	Rangoon
20	Crestafels	Antwerp
22	Clan Lindsay	Liverpool

STEAMER MOVEMENTS.

The homeward bound Messageries Maritimes Co's. s.s. Dumbea from Bombay arrived at Suez on Sunday, the 23rd instant at 6 a. m.

FOREIGN CABLE COMMUNICATION.

STATE OF INTERNATIONAL COMMUNICATION.

Great Britain.	Continent of Europe.	America.	Australia.	China.	Africa.
Via Teheran Perfect.	Via Teheran Perfect.	Via Brest Perfect.	Via Penang Perfect.	Via Penang Perfect.	Via Aden Perfect.
Via Turkey Perfect.	Via Turkey Perfect.	Via Valentia Perfect.	Via Amoor Perfect.	Via Amoor Perfect.	Via Cadiz Teneriffe Perfect
Via Suez Perfect.	Via Suez Perfect.	Via Direct Cable Perfect.	.....	Via Bhamo Perfect.	Via Lisbon St. Vincent Perfect.

Latest dates of Foreign Messages received at Bombay from the United Kingdom during the 24 hours ending at 8 p.m. of the 24th May 1909.

(Difference in Longitude allowed for.)

Via	Latest Dates. D.	H.	M.	Time Occupied in Transmission. Hrs.	Min.
Turkey ...	23	21	9 a.m.	23	24
Teheran ...	24	1	10 p. m.	1	14
Suez	24	2	20 p. m.	0	39

NOTICES.

Telegrams for Honduras, Salvador, Nicaragua and Costa-Rica are subject to censure (23-11-08).

Private telegrams for Messina may be accepted but telegrams for other places in Sicily are subject to heavy delay and can be accepted at Senders risk (12-1-09).

Turkish route restored (24-5-09)

THE
BOMBAY ELECTRIC CO.
DYNAMO AND MOTOR WORKS.
Storage (Accumulator) Battery Works.
ELECTRICAL CONTRACTORS.
LARGE STOCK.
7-11 Medows Street, Bombay.

MAHABLESHWAR
RACE VIEW HOTEL.

WE have a number of competitors who, in advertising, praise their HOTELS for the best of every thing, but we leave that to our customers.

Metal Mart Dept:—
ROLLED STEEL BEAMS
OF BRITISH AND CONTINENTAL MANUFACTURE.
All sections from 4in. by 1½in. up to 20in. by 7½in. any length up to 36 feet.

WE CARRY THE LARGEST STOCK IN WESTERN INDIA
of Rolled Steel Beams, Plates, Angles, Tees, Corrugated Galvanised and Plain Sheets, Pig Iron, Cast Iron and Wrought Iron Pipes, also Farnley Iron for which we are the Sole Agents.
PRICES ON APPLICATION.
RICHARDSON & CRUDDAS,
BOMBAY.

DOMESTIC ECONOMY is reduced to a fine art by the DEFERRED PAYMENT SYSTEM
MARCKS & CO.'S PIANOS
OFFERED FOR CASH, or on the DEFERRED PAYMENT SYSTEM,
HORIZONTAL GRAND AND UPRIGHT GRAND
PIANOS
at London Cash Prices in India.
QUALITY, TONE, TOUCH,
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The Bombay Gazette.

TUESDAY, MAY 25, 1909.

GERMANY AND THE BRITISH NAVAL QUESTION.

WHILE something approaching panic prevails in England, as the result of the revelations regarding German shipbuilding activity, we have some consolation in finding that Germany is discomfited by our discovery and has arrived at the conclusion that the Fatherland is infested with British spies. Reuter tells us to-day that the German press, discussing Anglo-German relations, in view of the visit of the Berlin corporators, remarks that British phlegm has been replaced by nervousness, and ridicules the stories of nocturnal airships visiting the East Coast of Britain. The accusation is not wholly without foundation, but it is made rather with the object of covering German nervousness than that of re-assuring us. German phlegm has been replaced by nervousness and the Berlin correspondent of the "Navy League Journal" tells us that the spy scare on his side the North Sea has broken out with terrifying virulence. About the end of March secret instructions were given to every State official in Schleswig-Holstein and along the Friesland coast to "keep his eyes skinned," as a legion of English spies was scattered over those districts. Every petty office-holder was granted extraordinary powers in this connection and it behoved every prospective British tourist to the regions in question to be careful to leave his camera, sketch-book and even field glasses at home. The fervid zeal of the amateur spy-hunter has already been rewarded in several instances, according to the same correspondent, and some half dozen harmless folk wearing an English look were seized and searched on the flimsiest grounds, but he does not hear of any being longer detained. In the capital itself the anti-spy mania made itself felt and several arrests were made by Government agents in Berlin, though not a word of a single instance found its way into the newspapers. "It is a delicate subject," observes the correspondent, "but I have mentioned it as a symptom of the nervousness just now prevalent on this side the North Sea. The repetition of Copenhagen at Kiel or Wilhelmshaven is a very tangible spectre in Germany." And so we have the unedifying spectacle of the people of both countries starting at each other's shadow. Great Britain frankly avows she dislikes German naval activity. Germany pushes ahead, conceals as far as possible what she is doing and endeavours to mislead us, yet pushes ahead.

While the English press fans the agitation for the immediate overhaul and strengthening of the Navy, the German press gibes at our nation "trembling before the awful spectre of a German onslaught." German papers are making enormous capital out of the utterances of Little-Navy spokesmen. "On its own showing," remarks one of them, "the British Cabinet is hopelessly divided on the subject of the Navy. Let us make hay while the sun shines and build undisturbedly while we may. Every penny spent now may prove a better investment than every pound a year hence." There is much wisdom in this advice, notwithstanding all Mr. Asquith has said as to the possibility of the "Dreadnought" being on the eve of abolition as the last word on battleship construction. Anyhow German activity has not abated one jot as a result of the British Government's determination to mark time. We trust that activity may continue—if we may really hope for the early supersession of the "Dreadnought." The rumour of the contracts for four large armoured German ships having been placed appears to have been well founded. According to Wolff's Telegraphic Bureau, the Imperial Marine Office has "entrusted the building" of one of the new armoured cruisers, "H," to the firm of Blohm and Voss at Hamburg. Wolff's announcement continues: "This cruiser is one of the two warships authorised under the current fiscal year's Navy Estimates for which the Marine Office had concluded a pre-contract with the above-mentioned firm." The other vessel is not named. The Berlin correspondent on whose information we are relying, quotes this announcement as a typical example of the sophistry displayed in these matters by the fountain-head of the German press; for not only was "H" pre-contracted for last year, but was actually commenced in December last by Blohm and Voss. After the vessel has been constructing for more than four months, it is deemed advisable to inform the world at large that the firm has been "entrusted with the building." Two of the battleships have been allocated, one to Schichau, the other to Stettin, while a third will probably be built at Kiel. The official statement mentions April 1 as the keel-laying date of all four vessels and thirty-six months as the building period. This, we are assured, is the usual mild form of deception specially prepared for English Colonial Ministers; but it will be passing strange if all four vessels are not actually in commission by the spring—or early summer at latest—of 1911.

The alarmist rumours of enormously improved heavy guns for German warships, guns which are said hopelessly to outrange the finest British models, are now considerably discounted. We are told that neither Krupp nor the Imperial Marine Office has as yet seriously taken up the 13·5 calibre idea, and while the arsenal at Essen has already turned out some experimental 12-inch weapons for prospective mounting on German warships, and there is authentic data to prove these somewhat inferior to the latest British model of corresponding calibre. For the "Nassau" and her immediate successors it is believed to be quite certain that 11-inch guns will constitute the main battery. They cannot possibly carry secondary batteries of 6-inch guns as has been alleged. The 11-inch German gun is not a weapon to be despised, yet, although it is said to have a larger life than the contemporary gun with which the British "Dreadnoughts" are armed, it is otherwise altogether inferior." In most of the features which go to make the perfect naval heavy gun the British type is pre-eminent." In all our comparisons between German and British naval rivalry we invariably find ourselves superior—a fact which should go some way to reassure us when we permit ourselves to be affected by the scare which has made itself felt more or less throughout the Empire. The German Navy League, by the way, has grown less vigorous of late and its leaders are said to have recognised the impolicy of going too far. They decline to have anything to do with the six-cruiser agitation, though several prominent members are said to be in Vienna conferring with the executive committee of the Austrian Navy League as to the prosecution of their big-Navy movement which has already been energetically opened. "In the excitement of the moment there is a tendency to over-estimate the quality of everything connected with the German navy; and while this, perhaps, is preferable to the other extreme, little ground is furnished for it by actual facts." We should always remember that both ships and guns are made in Germany.

JUNAGADH STATE. MR. M. A. BAIG, the Dewan of Junagadh State, is to be congratulated on the excellence of his administration report for the year ending March 31st last, and to be held up as a model for those Government officials who hide the light of their reports under bushels for many months' duration. The report is dated twenty-one days after the close of the year and it reaches our hands within a few days of a month later, and looking back we can remember no instance where a Government report of similar nature has not turned the days into many weeks and sometimes as many months. A glance through the main items of the report, however, accounts for the speed with which it has appeared. All items are clearly defined and testify to unremitting work on the part of those responsible for the conduct of each department, both superior and subordinate, and it is interesting to think that so model a State should be a direct outcome of the conquests of the Emperor Humayan through Bahadur Khan Babi who rose to fame in the reign of Shah Jehan, whose descendant the present Nawab was last year created a G.C.S.I. One of the most important measures undertaken during the year was a proposal to carry out a fresh survey settlement on a scientific basis. For this purpose an appeal was made to the British Government for the services of a classing officer, but one could not be spared. The scheme, however, is being pressed on and should do much to relieve the revenue officials by enabling the institution of more systematic accounts. At present there are four classes of tenure ranging by stages from a simple crop share to a fixed sum for every twenty acres. Partly to this involved system, perhaps, is due the large amount of arrears of land revenue. The total collection during the year was nearly eighteen and a half lakhs, while after a lakh and a half of arrears had been collected, nineteen and a third lakhs of arrears remained. Some of this dates back to as long ago as 1879 and the larger part is probably irrecoverable. Since the close of the year the Nawab has made large remissions which will probably adjust this account in some degree. A bad outbreak of cattle disease acted adversely on cultivation, nearly five thousand cattle being destroyed; but while some five thousand acres passed out of cultivation, between eight and nine thousand acres of waste land were brought under the plough, and arrangements have been made to double the grant to the agricultural classes for the purchase of plough bullocks and the sinking of wells.

Amongst legislative changes was the addition of an Act which is practically the Indian Companies' Act, while an Act based on the Indian Explosive Substances' Act of 1908 was also passed in order, if necessary, to assist the British Government and to prevent anarchists finding refuge in the State. The administration of criminal and civil justice calls for little remark, except commendation for the partly successful attempt to reduce the duration of cases and to expedite the work of the Courts. Of the suits filed in the Courts of original jurisdiction, eighty-eight per cent. related to money, and the value of the suits varied as widely, it is said, as from four annas to a quarter of a lakh. We are pleased to see that much stress is laid by the State on the care of the forests. The system adopted is almost exactly the same as in forests of British India. If possible, however, it would be better that the period of rotation should be forty instead of thirty years. Against this must be placed the advantage of the utmost stringency after the coupes have been cleared when regular sowings are made and the section entirely closed to man and beast for ten years. Before the rains last year an attempt was made to induce cultivators to plant mangoes near wells and this resulted in over twenty-two thousand trees being planted with great ultimate advantage. The Public Works Department also engaged in road-side planting on a fairly large scale. The expenditure of the State is necessarily progressive, and last year that on public works increased by over two lakhs, though fifty-six per cent of the total spent on works was designed to be of a remunerative character. The State is being enriched with two fine new buildings, one a hospital and one a new palace for the Nawab at Verawal.

THE PASSING OF THE HORSE-GHARRY. THE public at Home have responded generously to Lord Rosebery's appeal on behalf of the London cabmen, who, owing to the rapid evolution and popularity of the motor-cab, have been deprived of their means of a livelihood. The hansom drivers have been chiefly hit so by the introduction of the more popular "taxi" of swift and easy movement. The four-wheeler may yet survive for a short time, but for how long none can say; as long as it meets a want, its existence is safe. By the conveyance of the aged and nervous, the passenger encumbered with much luggage, or family with many children, the driver of the safe and slow-going old growler may still eke out a living. But the hansom has been dealt a knock-out blow, and its complete disappearance from the streets of London may be only a matter of months. It is doubtful if the attempt made a year ago to prolong its existence by the adoption of the taximeter, could have for any appreciable time averted the calamity which has now overtaken the London hansom driver. At that time, one firm more enterprising and farseeing than other proprietors, adopted the taximeter, but the experiment was short-lived. The drivers resented the innovation, and opposed it with ridicule and abuse, compelling their comrades to relinquish the taxi-hansom before ever it could be given a proper trial. A year after, these same men met and unanimously agreed to approach the Home Secretary with the object of obtaining an order for the compulsory adoption of the taximeter on all horse-drawn cabs. The Home Secretary refused to issue such an order, leaving the matter of adopting the taximeter to be settled between the drivers and proprietors. But it is too late now and the drivers realise it. Nothing can save the hansom. Its disappearance will be regretted by many, for it has been chiefly associated particularly with the gay side of the life of London for many years. Judging by yesterday's Press Note the doom of the tikka-gharry has also been sealed.

THE P. and O. Company's s. s. "Salsette," with the outward mails of the 14th instant, left Aden at 1 p.m. on Sunday and is expected to arrive in Bombay at 6 a.m. on Friday next.

ACCOUNTS so far received of the recent terrible accident on the Dehra Dun railway leaves several important points unexplained. How, for example, came it that the break was not put on in the break-van attached to the runaway trucks. The official account makes no mention of the guard being at his post in the goods train, but a report obtained by the "Indian Daily Telegraph" describes him as killed in the collision. Another point at present inexplicable is how the catch points below the station from which the trucks started came not to be set. They must have existed or the time could not have been passed for traffic on such a slope. Yet had they been in use they would have turned the runaway trucks up a siding and thus prevented the catastrophe. All this Mr. Finney and the other Railway Officers who have gone to the spot will be called upon to investigate.

IT is now settled that the Governor of Bombay and his staff will leave Simla on the 6th proximo and proceed to Poona.

SIR G. ROOS-KEPPEL, Chief Commissioner, North-West Frontier Province, will leave for his tour in the Khagan Valley on the 27th instant.

MR. CHATTERJEE, Pleader, Calcutta High Court, has been appointed to act as Judge in that Court for one month, vice Justice Lal Mohan Das, on leave on Medical Certificate.

THE ballot held on Monday in the rooms of the Bombay Chamber of Commerce for the purpose of electing a member to represent the Chamber on the Board of Trustees of the Port of Bombay during the absence, on leave, of Mr. D. Carmichael, resulted in the election of Mr. R. G. Monteath of the firm of Messrs. Mackinnon Mackenzie and Co.

THE goods traffic on the B.B and C.I. Railway for the week ending 1st May 1909 shows a decrease on the corresponding week of 1908 of 323,310 maunds with an increase of Rs. 61,331 in the earnings.

THE Lieutenant-Governor, as Chancellor of the University of the Punjab, has been pleased to nominate Mr. Justice Robertson as Vice-Chancellor of the University, in succession to Sir P. C. Chatterji, C. I. E., whose term of office expired on the 22nd instant.

THE Committee of the Hurlingham Club has appointed Captain E. D. Miller, D.S.O., to be Assistant Polo Manager, in succession to Major Kenneth McLaren, D.S.O., who recently resigned that position.

FROM the 8th to the 14th instant, 4 East Indians, 11 Native Christians, 300 Hindus and 62 Mahomedans died within the limits of Madras, making a total of 377. The death-rate was 38·4 per mile, the mean for the ten previous years being 37·6. The deaths are thus classified:—Small-pox, 2; fevers, 95; bowel complaints, 50; and causes, 222.

THE Earl of Egmont's historical estate of Cowdray, including over 13,000 acres, has been sold, through Messrs. Knight, Frank, and Rutley, to Sir Weetman Pearson, who thus becomes one of the greatest landowners in the south of England. Cowdray Park lies in the beautiful Midhurst country, surrounded by the estates of Lord Leconfield, the Duke of Richmond, and the Duke of Norfolk.

THE LOG OF THE "MURIEL."

Gibraltar.

WE arrived at Gibraltar on a Saturday night and consequently lost one day in getting repairs done to the motor, all the workshops being closed on Sunday. However, on Monday, the broken worm wheel was beautifully patched up at Haynes Foundry, and we were ready for sea by evening, but decided not to start till the following morning, particularly as a west wind was blowing. This gave us an opportunity of seeing our old friend Captain Bennett of the "Macedonia" due in on Friday. We had on the Sunday seen another old friend of Bombay yachtsmen, Captain Gordon of the "Moldavia," who kindly gave us material assistance.

April 20th.—Got away at 9. a.m., weather flat calm, and very fine. Ran under double motor close in to the Spanish shore to cheat the tide, and by noon had cleared the narrowest part of the Straits. From Gib. 18 miles, to Southwick 1,182. A strong easterly breeze now sprang up and when at 1-20. p.m., the "Macedonia" overtook us passing within 100 yards, the yacht was almost unmanageable, and we had to take in the mainsail and set trysail. The breeze blew fresh till midnight, when it fell calm.

April 21st.—At 6 a.m. we were suddenly taken aback by a fresh N. W. wind and were obliged to reach off the course for Cape St. Vincent, still distant 55 miles. At noon we had made good 141 miles, to St. Vincent 32.

We had rather sanguinely set mainsail an hour before noon, but the wind increasing to force 7 had to take it in at 1 p.m., in favour of trysail. At 4 p.m., it was blowing dead ahead force 8. We had tacked in towards the Portuguese coast, to get shelter, but being unable to locate Lagos before dark, hove to for the night.

April 22nd.—By early morning the wind had gone N. E. (light) which enabled us to lay course for St. Vincent; we were abeam at 11 a.m., the wind having fallen calm, but on rounding Sagres Point (where we signalled our number to Lloyd's) we encountered an enormous swell. The waves we calculated were 4 to 500 feet in length and at least 20 feet high. Noticed several coasters at anchor weatherbound, under the lee of Cape Sagres.

For a moment we hesitated whether to proceed or not. To turn back meant, probably under certain conditions the eventual return to Cadiz or even Gibraltar; but fortified by the state of the barometer which had been standing at nearly 30·20 since midnight, we decided to proceed. It was lucky we did, for the remainder of the voyage to England was the fastest continuous sailing we accomplished. At noon 6 miles S. E. of Cape St. Vincent, good only 30 miles, logged 72; to Southwick 1,011 miles. Wind N. N. W. force 2, increasing later to 3 and 4. We now tacked for the north with double motor to assist, as we considered it essential to get to the shelter afforded by Cape Espichel, distant 80 miles.

Were just able to fetch along the coast about three miles off, with a N.N.W. breeze of sufficient strength to keep the boom from banging about. Till 8 p.m., when it fell calm, and from then till 3 p.m. the next day, we motored on our direct course.

The south coast of Portugal is studded with fishing stakes, somewhat similar to those seen off Bombay; it would be interesting to know, whether the Portuguese took this custom to, or from, India.

April 23rd.—Crossing Lisbon Bay in the forenoon, it was quite foggy, but it cleared away after passing Cape St. Roque. There was still a very long and high swell rolling in from the Atlantic.

At noon we were six miles north of Cape St. Roque, the most westerly longitude (9° 0' 32") of the trip. Run good 117 miles, adverse current, contrary to expectation, nil.

A nice westerly breeze sprang up shortly after noon, but we were quite unable to set the mainsail on account of the heavy rolling. Passed several steamers and a full-rigged ship, the latter a splendid sight. Stopped the motors at 3 p.m. (having run them continuously for 37 hours) and set the mainsail, but an hour later when between the Burlings and Peniche had again to start motors and furl mainsail. Weather clear and warm, barometer falling, probably only for the S. W. breeze.

April 24th.—During the night passed several steam trawlers, fishing on the edge of soundings. 5 a. m. weather was looking so dirty with lightning to windward, we reduced sail, but it cleared up later though it blew fresh from the west with occasional rain squalls, a rough beam sea and high swell. At noon we were about twenty miles off Oporto; run 141. Confused, moderate sea with rain squalls continued all the afternoon and night.

April 25th.—Wind shifted gradually from W. N. W. force 2 to S. W. 6, with rain squalls, which conditions continued all day and night. Rough high sea and swell. We were abeam of Finisterre at 6 a. m. and took our departure from Cape Villano at 9 a. m. for the run across the Bay. We set a course to pass 40 miles west of Ushant. Barometer falling slowly from 29·99 at midnight to 29·86 at noon, when our day's run was 141 miles (for the third time since Gibraltar), temperature 54°.

April 26th.—Weather similar to that of yesterday fresh south-west winds with rain squalls every two hours or so, rough quarter sea with high westerly swell. Barometer continued to fall slowly, causing us much anxiety, till 4 a.m., after which it remained steady till evening. We carried squaresail, raffee and jib and occasionally trysail all day. At noon run good 155; to position off Ushaut 163. Passed numerous steamers.

April 27th.—At midnight wind began to shift to N. W. and we had to take in the squaresails and set trysail, etc. Barometer rising,—heavily overcast, damp morning. Fresh westerly breeze. Sea much less. Temperature 54° to 59°. At noon we were 40 miles W.S.W. off Ushant, which of course we did not sight. Run good 155. To the Start, which we decided to make as a land fall, 153 miles. The afternoon was one of the finest of the whole voyage, cloudless sky, fresh W.N.W. breeze abeam, the vessel bowling along under reefed mainsail at 8 to 9 knots.

April 28th.—It was a dull, grey, cold, typically English morning as we approached the coast. Wind dead aft moderate. At 6 a. m. sighted a number of Brixham trawlers one of whom we spoke in our own language. About 7 a. m. it cleared, and became another perfectly cloudless spring day, the wind came more abeam and the land near the Start was sighted about three points on our port bow. At 9 we shook out our reefs, and at 11 the Start was close to; 8 days 2 hours from Gib.

We then decided to call at Brixham to despatch telegrams. This occupied an hour, but at 2 p. m. we were once more on our course for Portland Bill. It was reserved for this, the last day of the voyage for the highest speed to be recorded. With a very fresh quarter and aft wind, we logged 11 knots and sailed 58 miles in 6 hours. The Needles were abeam at midnight and we anchored of Ryde Pier at 2-40 a. m. on the 29th, the night was bitterly cold, blowy, and rainy.

April 30th.—On the 30th we sailed to Southwick where we finally moored at 8 p.m. Eighty-two days from Bombay.

GIBRALTAR TO SOUTHWICK.

Time at sea	3 days 23 hours.
Distance	1,200 miles.
Miles logged	1,275 ,,
Under motor	95 hours, covering 563 miles.
Head winds	35 hrs.
Beam	65. ,,
Aft	78. ,,
Calm	37. ,,

RESUME OF THE WHOLE VOYAGE.

Total time occupied	82 days.
Time at sea	54 days.
Distance	6,371 miles.
Miles logged	6,996 ,,
Under motor	29 days 16 hrs., covering 3,870 miles.
Head winds	417 hrs.
Beam	157 ,,
Aft	338 ,,
Calms	274 ,,

We fully appreciate the good luck which has followed us with regard to the weather. Calms which constituted 30 per cent. of our whole time at sea caused us no uneasiness, thanks to our motors. We made the most of such periods, and also of light fair winds by assisting the vessel with power when the speed under sail was low, by these means often reaching our port before bad weather set in. This was notably the case at Patras, Malta, Algiers, and Gib.

We experienced four gales, two of which rising off Perim, and Algeria were behind us; during the other two off Port Sudan and St. Vincent we were hove-to for 30 and 10 hours respectively. We were enabled to make good progress against the head winds up the Red Sea as they were usually below normal strength.

In the Mediterranean, when the prevailing winds should have been westerly (or right ahead) we had the good fortune to encounter such during 32 per cent. only of our passage through that sea. The engines which are of the well known Gardner two-cylinder type, with *L. T.* magneto-ignition, burning ordinary kerosene, did remarkably well, starting as they did without any special overhauling other than having been simply attended to by a native self-taught mechanic. Prior to the commencement of the voyage they had run an aggregate of 349 hours, covering in that time 1,476 miles.

During the voyage from Bombay they ran regularly for 29 days 16 hours, in this time, driving the vessel in calms for 2,000 miles, at an average speed of 6½ knots and assisting the sails for another 1,800 miles on a total consumption of 2,000 gallons of petroleum and 70 gallons of lubricating oil.

We had three serious breakdowns :—

(a) A spanner fell out of the rack into the chain, breaking a tooth, but by rearranging the links we were able to put this right again.

(b) A connecting rod bigend got hot and the white metal ran out.

We fitted temporary sheet brass liner that lasted the remaining 100 miles to Suez, where we had the bearing remetalled.

(c) The Skew gears running the ignition sieved and one gear split in three, rendering the motor useless for the moment. However at Gibraltar we got it repaired at Haynes' Foundry, where they made a good job of it, by shrinking on two steel rings. We also had chronic trouble with a loose flywheel, and had to be continually packing up the key with pieces of tin. Besides these there were the usual minor troubles,—valves sticking up, oil pipes choked, burners reeling up and going out etc., etc.

All our involuntary stops, however, only amounted to 39 hours out of a total of 985 hour's running, and we feel that without the splendid help of these two motors we might still (the 1st. May) be the other side of Malta.

We have nothing but praise for the lascar crew. Their feeding involved some difficulty west of Egypt, otherwise they gave no trouble, stood the cold wonderfully well, and as seamen quite as good and reliable as the two Europeans, who joined us at Port Said.

We had weeded out two useless ones at the latter port, one of whom we had nicknamed the durzee (tailor) as he seemed disinclined to do any other form of work.

Yachtsmen who have sailed to foreign ports have had experience of the "sharks" who undertake to "supply stores at cheapest rates." They are perhaps a necessary evil but it many places they, by their over-zealous attentions, constitute themselves an umitigated nuisance.

In addition to their exorbitant prices they frequently attempt to charge for quantities much in excess of what has actually been delivered. For instance at one port the water boatman demanded payment for 9 tons. Knowing our tanks had a capacity of 3 tons only, we measured his empty tanks and found that only 2½ tons could have been supplied at the most.

Provisions for the voyage were nearly all purchased from the A. and N. Stores in London and sent out in two lots, the first to Bombay which arrived in perfect order, and the second to Port Said, out of which some glasses of meat were broken. As many of the soups, fish, meats, jam and fruit as were procurable were packed in glasses, which though heavier and more liable to breakage than tins are much preferable to the latter. All the articles were of good quality and kept in perfect condition. Butter, which on boardship is so often so very inferior, was with us, a great success. As the result of former experience we ordered best Irish salted, packed in earthenware jars, containing 7lbs. each. The Stores could hardly be persuaded to supply butter for export packed in this way, but it kept in excellent condition, though making the double voyage to and from the tropics.

Each jar after being opened was filled up with sea water to form an air-seal over the contents.

We bought fresh bread at all the ports we visited, and excepting some from Perim which went mouldy, found that it kept good for at least 5 or 6 days. When it began to get too dry we moistened it and heated it up in the oven as required for use, with excellent results.

We also procured fresh fish, vegetables and salad at ports as well as fresh meat to last for a day or two with a further supply which we salted on board. Our staple article of food for breakfast was porridge. Some of our friends in Bombay seemed to think that the maitre d'hotel had provided an absurdly large quantity of oatmeal from the point of view of anyone but a Scotchman, but nevertheless the last of the nine tins of 4 lbs. each was brooched the day after we left Gibraltar and was finished in the neighbourhood of Ushant.

The milk we used was "Ideal" Swiss in tins, which we all considered much preferable to any of the sweetened brands. Our meals consisted of a light break

EMPIRE DAY CELEBRATIONS.

REJOICINGS THROUGHOUT THE EMPIRE.

Four Million Children Salute the Flag.

THE VICTORIA MEMORIAL.

[THROUGH REUTER'S AGENCY.]

LONDON, MAY 24.

In connection with the celebration of Empire Day, over a hundred Sunday Church parades of Territorial troops took place yesterday.

Special sermons were preached in 6,240 churches. To-day 18,200 schools with 4,000,000 scholars throughout the Empire will salute the Flag.

Apart from the Central monument, which is still girt with hoarding, the Victoria Memorial in front of Buckingham Palace will be opened to-day without ceremony. The papers publish columns of admiration of the architectural beauty of the Memorial.

The "Times" to-day publishes a special Empire Day issue introduced by a letter from Mr. Chamberlain, who deals with the recent growth of recognition of union of the mother-land and the dependencies, and the accord of all parties in seeking to make the union more practical.

The issue includes a map of India.

A page is devoted to India. It describes the various races, extolling the gallantry of Indian soldiers and loyal Native Chiefs. It says that there is grand material scattered through India and regrets that Indians who have found their way to self-governing colonies are not drawn from better and finer races of the Indian continent.

LATER.

The "Times" urges the necessity of the Colonies being acquainted with real facts about India and Indians.

Other heads of article refer to the development of British trade with India and the Indian system of taxation.

CELEBRATION IN BOMBAY.

A large number of Hindu ladies and gentlemen attended the meeting held yesterday in Javer Bagh to celebrate the "Empire Day." Rao Bahadur Keshavji Nathu Sailor presided.

The Chairman, addressing the meeting, said that it was the anniversary of the auspicious birthday of the revered Victoria the Good, whose many acts of kindness and solicitude for the people of India would ever be remembered by the grateful Indians.

Mr. P. B. Joshi said that British rule in India was based on very liberal principles and Queen Victoria's rule had proved very beneficial to the country.

Dr. D. B. Dandeker spoke in favour of the suggestion recently made by Lord Ampthill for a flag for India. He suggested a flag of yellow and green colours, the former being held sacred by the Hindus and the latter by the Mahomedans. He criticized the hostile attitude of the colonies towards Indian immigrants.

Pandit Gopinathji said that India was conquered by love and not by the sword, and those who said that India could be held only by the sword were the worst enemies of the Empire. The historic Proclamation of 1858 showed that the British intended to rule India through love. An attempt had been made by some to explain away the Proclamation, but the effort failed and the great Proclamation stood inviolate. The appointment of the Hon'ble Mr. Sinha to the Executive Council of the Viceroy was the result of that Proclamation.

Mr. Kilabhoy of Nadiad and Mr. Jadavji Maharaj dwelt on the advantages of British rule. The latter said that among the chief blessings of British rule might be mentioned the wiping out of existence of the thugs and pirates, the founding of hospitals and schools, the suppression of the custom of "Suttee," and the construction of the railways. It was during the reign of Queen Victoria that the status of Indian women had been raised. The latter should therefore specially cherish the memory of the good Queen.

Prayers were then offered, and the proceedings terminated.

Flags were flying at the Secretariat, Sailors' Home, and some of the business houses in Bombay, in commemoration of "Empire Day."

(FROM OUR CORRESPONDENT.)

CALCUTTA, MAY 24.

To-day being "Empire Day," the "Hindu Patriot" makes a strong appeal for the release of the Bengal deportees, whose term of detention under the Regulation of 1818 expires on the 12th proximo.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—It is needless to accentuate the words of Lord Meath that the celebration of Empire Day, 24th, May is not for "self-glorification" but to awaken the sense of gratitude we owe to Great Britain for all the blessings we enjoy in the well cemented and secure Indian Empire since the ever memorable reign of Her Imperial Majesty the late Queen-Empress Victoria. It is the bounden duty of all Indian subjects to express their feelings of joy and gratitude in a general thanksgiving to the Creator and in celebrating by public demonstration of rejoicing all round. It is indeed unbecoming a city like ours, the first and foremost in rank of unswerving loyalty to the Crown, to be backward and apathetic in being so indifferent to the observation of Empire Day with all due eclat. Safe as we are now, still we ought not to shut our eyes to a far distant day, a most remote and improbable possibility, as I think, to the present menacing attitude of no less a formidable power as Germany, engaged in the preparation of strong warships, so as to be able to cope with Britain, the only supreme naval power in the world. If at all a conflict is threatened, Great Britain with her staunch allies, the colonies and her proteges, is efficiently prepared to meet the aggressive allied Powers and repel their attack and encroachment on her territory, with the same heroic fortitude and success against her most redoubtable enemies in the battle array in the past. Thus mindful of the supremacy of Great Britain all over the world, Empire Day always celebrated with rejoicing on the late Empress Victoria's natal day should not be passed over unobserved in Bombay, "Urbs prima in India" but ought to be celebrated with all the public festivities and joy required to enhance its importance and produce an indelible impression on the people of India who owe their happiness and security to the excellent organisation of the Empire on which the Sun never sets. May Britain ever rule glorious and victorious, and Empire Day shall even be remembered and celebrated. Bravo Karachi!—Yours, etc.

A. C. BHANDUPVALA.

WITH reference to the application made to the Madras Government by the Government of Ceylon for the services of an Abkari expert, the "Madras Mail" understands that an officer of not less than an Assistant Commissioner's grade will be placed at their disposal and that his duty will be to reorganise the whole of the Excise Department of that Government. The selection of the officer has not yet been made by the Madras Government.

ANGLO-GERMAN RELATIONS.

London-Berlin Entente.

VISIT OF CORPORATORS.

[THROUGH REUTER'S AGENCY.]

LONDON, MAY 23.

The Burgomaster, Vice-Burgomaster and thirty-three members of the Berlin Corporation have arrived in London as guests of the City. An elaborate programme of festivites has been prepared in their honour.

The German Press, discussing Anglo-German relations, satirizes "Spionitis," and says that British phlegm has been replaced by nervousness. It ridicules the stories of nocturnal German airships.

RUSSIA AND PERSIA.

Methods which Sow Hatred.

LONDON, MAY 23.

The St. Petersburg Press is somewhat perturbed at the Russian action in Persia. The "Russ" remarks that General Snarsky is sowing hatred of the name of Russia in Tabriz and throughout Persia.

The "Retch" dwells on the delicate situation between Great Britain and Russia arising out of the continued occupation of Tabriz.

LONDON, MAY 24.

A telegram to the "Times" from Teheran states that it is expected that Russia will advance Persia £100,000 on the security of the Customs. Expenditure will be strictly controlled by a committee composed of Russian representatives, Manager of the Russian Bank, and a French Financial Adviser.

Great Britain will abstain from participation owing to her numerous declarations that she will only give Persia money when the Mejliss accepts a loan.

FIGHTING FOR CHINA.

America's Reported New Minister.

LONDON, MAY 24.

The "New York Herald" states that the well-known mining engineer and financier, Mr. John Hays Hammond, who was sentenced to death in connection with the Jameson Raid, has been offered the post of American Minister at Peking. President Taft is anxious to secure a good business man with a view to the international struggle for loans and concessions, in which America has hitherto had no share.

CRETE AND GREECE.

The Question of Union.

EARLY DECISION EXPECTED.

LONDON, MAY 24.

It it stated in Rome and Vienna that all the Powers are prepared to accede to the union of Crete and Greece, except Great Britain, who is hesitating for fear of embarrassing the Young Turks. A decision is, however, expected very shortly, as the withdrawal of the International troops is due on 31st July.

SIR BEAUCHAMP DUFF'S MOVEMENTS.

LONDON, MAY 24.

Sir Beauchamp Duff will not replace Sir O'Moore Creagh at the India Office until November. In the meantime he will return to India in July.

THE BLIZZARD-BOUND LINER.

LONDON, MAY 24.

The Allan liner "Mongolia" has arrived at Halifax.

ENGLISH RACING.

Latest Derby Betting.

LONDON, MAY 24.

The latest Derby betting is as follows:—

5 to 40 against Minoru.
9 to 1 against Valens.
100 to 11 against Louviers.
18 to 1 against William IV.

The following horses have been scratched:—Gallas, Cockahoop, Fop, Sir Bold, Shikaree and Cinder King.

THE IN-COMING MAIL.

ADEN, MAY 23.

The P. and O. S. N. Co.'s s.s. "Salsette," with the English mails of the 14th instant, left for Bombay at 1 p.m. to-day, and the s.s. "Macedonia" for Colombo and Australia also at 2 p.m. to-day.

MIDNAPORE BOMB CASE.

Government Inquiry Probable.

(FROM OUR CORRESPONDENT.)

CALCUTTA, MAY 24.

The "Empire" says that, whichever way the Midnapore Bomb case is decided, it is almost certain that a Government enquiry will follow.

DEHRA DUN RAILWAY ACCIDENT.

A Terrible Smash Up.

SEVEN KILLED; THIRTEEN INJURED.

(FROM OUR CORRESPONDENT.)

SIMLA, MAY 24.

Mr. Finney, the third Member of the Railway Board, leaves Simla this afternoon for the scene of the accident on the Dehra Dun Railway, to hold an investigation upon the spot.

The following report of the accident, dated yesterday, has reached the Railway Board from the Traffic Superintendent, Dehra Dun:—"Sixteen vehicles, including three brake-vans of No. 195 up goods train received a bump while shunting at Doiwala, H. D. Railway, and ran down a descending grade and collided with No. 39 up passenger about two miles from the station, at about 4 hours to-day. Five Indian passengers and two railway servants have been killed, one Eurasian and eight Indians are seriously injured, four Indians are slightly injured, and the engine, two upper class composites, and the Postal and third class composites following at the end of the passenger train and ten vehicles of the goods train are wrecked. It is possible there may be two or three killed in the debris. The line is likely to be blocked for some time. Traffic is being transhipped till the diversion is laid."

It appears that the trucks which broke away from the Doiwala station, causing yesterday's accident were blown down the line.

The Manager, Oudh and Rohilkhand Railway, and the Senior Government Inspector of Railways have proceeded from Lucknow, with other Railway officers, to the spot.

LATER.

A later telegram has now reached the Railway Board from the scene of the accident, stating that no more bodies have been found in the debris, the total casualties thus remaining as already reported.

LUCKNOW, MAY 24.

The "Indian Daily Telegraph" publishes the following particulars of the Railway smash near Doiwala:—It seems that shortly before the mail from Hardwar was expected and when the alleged "line clear" for the mail had been given, shunting operations were being carried on when seven goods trucks became detached from the shunting engine and started off on their own account down an incline outside Doiwalla.

The engine started in pursuit, and came up with the runaways. But it not only failed to couple them, but gave them a greater impetus and the trucks dashed madly away faster than ever. The gradient gets steeper between Doiwalla and Rikhakesh where there is also a curve. Having attained tremendous speed about a mile and a half from Doiwalla, the runaway trucks crashed into the mail from Hardwar, which was coming up the incline outside Doiwalla.

It was just daylight, and the driver of the mail saw the incoming trucks, but could do nothing to avert a collision, and in the cold grey dawn, just when passengers were rousing themselves to prepare to leave the train at Dehra, came this terrible smash, killing some outright, maiming and disfiguring others, and plunging all into terror and confusion. The mail engine and tender, with the mail van behind them, a first and second composite and a third class carriage leaped high into the air and dashed through and over the colliding goods trucks, smashing them and being smashed, and killing the guard. The runaway trucks, the engine and the tender were twisted up and the boiler burst, and although the driver escaped with an injured arm, one of the poor firemen was driven right into the boiler and literally boiled alive, two other firemen being frightfully scalded. The mail van was wrecked, but the four sorters escaped, one with broken legs. The mail bags were flung pellmell amongst the wreckage and many were jammed underneath, whence it is impossible to extricate them till the wreckage is cut away. Thirty-two bags were recovered, however, and sent on to Dehra in the first and second composite. Behind the mail van, the wheels and flooring of which were torn from the upper part, there were in the first class Mr. Sherwell, Engineer, Ambala, of the E. I. R, and Mrs. Sherwell. Both are injured, and it is marvellous to relate how the latter was got out without difficulty, but it took some time before Mr. Sherwell could be extricated. In this carriage also was Rai Bahadur Singh, of the Survey Department, who was terribly mangled, one leg being almost torn aff and the head mutilated. He was removed and sent to Dehra, where he died. In the second class were four soldiers of the 17th Lancers, none of whom were injured, who climbed out and did excellent rescue work. A third class carriage behind the first and second was smashed to pieces. Two of the occupants were horribly mangled and taken out dead from the roof of the mail van, where they had been flung, and the guard also was found there badly injured.

It is believed that many third class passengers remain pinned beneath the wreckage, among them several women. It is impossible to tell how many passengers were in this carriage, which was smashed almost beyond recognition. The other injured found about here were a hammer man mistry with Mr. Sherwell, the former badly injured. Mr. Sherwell's servant, a lad of sixteen, had both his legs broken and head injured, and a bargwalla was found pinned beneath the wreckage, which could not be moved. A Eurasian was also injured. Following on this third class carriage were two intermediates, the first of which was half up on end and partly smashed. In the first Dr. Brown, a missionary, was travelling. He was uninjured. The occupants of the second were unharmed. Following these carriages were several first and second class carriages in which were Mr. and Mrs. Dick, two small children, Miss O'Brien, a lady doctor, and other Europeans. There were also several third class carriages, but all of these remained in a normal position and were uninjured.

Immediately after the crash, a fire started in the wreckage near the mail bags, but water was obtained from a neighbouring village and it was put out.

The scene was ghastly, due to the wreckage being piled high up and fragments and bodies mixed therewith. Dr. Brown did splendid service in attending to the injured. Bedding was torn up, splints improvised, and when after four hours a relief train arrived from Derha, they were despatched thither to hospital.

The line is blocked right up and cranes will be necessary to remove the wreckage. Mails to and from Mussoorie are greatly delayed and of the former all are not yet recovered.

Up to date five deaths have occurred and ten were injured, but the total casualties are quite incomplete.

CALCUTTA, MAY 24

Amongst those killed in the Dehra Dun Railway accident was Munshi K. S. Rachmad Ullah, Extra-Assistant Superintendent, Survey of India, who was on his way back to Dehra from the field. He will be a great loss to No. 12 Survey Party, of which he was a much-valued member.

UPPER CHENAB CANAL.

Near Completion of Head Works.

(FROM OUR CORRESPONDENT.)

LAHORE, MAY 24.

The head works of the upper Chenab Canal, one of the canals of the Triple Canal scheme of the Punjab, are now reported to be so far advanced that they should be completed by the close of the current financial year.

The preliminaries of these important works were commenced in the cold weather of 1905, and since that time progress has been steady and satisfactory, in spite of all difficulties. Last cold weather had not been without those mishaps which so incessantly try the endurance of canal engineers employed in posts of great responsibility. A flood, abnormal for the time of the year, occurred on the 23rd February last when the Chenab river rose to 6 1-2 feet in 14 hours and the discharge increased from 10,000 cubic feet per second to 150,000. Work in the river bed was then in full swing, and in spite of the desperate efforts of the engineers in charge to save the situation, a second rise in the flood breached the bunds and swamped the work in progress. This was one of the most serious interferences with the active progress that had occurred since these head works were commenced, but by the 15th March last the protective embankments were re-made and steam pumps had dried the pocket of 72 lakhs of cubic feet of water.

BOGRA SHOOTING CASE.

Accidental Discharge of a Gun.

(FROM OUR CORRESPONDENT.)

CALCUTTA, MAY 24.

The "Indian Daily News" publishes the following message from Bogra with reserve, and adds: "At the moment of going to press, confirmation of this rather sensational story is lacking":—

"Bogra, May 23rd.—News reaches here from Sonatola, a station on the B. S. B. branch of the E. B. S. Railway, of a man being shot dead by the chaprassi of a European and another seriously wounded. The chaprassi, it is said, shot at some domesticated birds, which was objected to by certain people, and this simple incident is alleged to have enraged the European so much, that he ordered his chaprassi to shoot down a man who was pointed out by the latter as one of the remonstrators. The chaprassi is now under arrest, and it is rumoured that the first information has been laid with the District Magistrate and the Police."

A telegram to the "Amrita Bazar Patrika" about the Bogra shooting incident, says that the agent of Rampertab Murruckchund, a Marwari merchant, was shot. His condition is described as precarious. A panwala was shot. The head European Railway Traffic Inspector, it is said, fired two shots from his revolver to rescue his chaprassi. It is also said that an Indian guard followed the Traffic Inspector with another revolver. Report, however, says that correct details will be following.

LATER.

The latest news current in Calcutta regarding the Bogra Shooting incident is that the gun carried by the chaprassi of the Traffic Inspector went off accidentally, killing a man named Mathura and injuring others. It is reported that the Traffic Inspector had nothing to do with the matter. The chaprassi is in custody pending the result of further inquiry.

RANGPUR STAR TOBACCO COMPANY.

Opening Ceremony.

(FROM OUR CORRESPONDENT.)

RANGPUR, MAY 24.

The Factory of the Rangpur Tobacco Company, incorporated with the Star Tobacco Factory, was opened to-day by the Commissioner of the Rajshahi Division, in the presence of a large assembly of high officials, merchants and others of Rangpur. The opening ceremony was a grand success.

THE RANGOON RIVER.

European's Body Found.

(FROM OUR CORRESPONDENT.)

RANGOON, MAY 24.

The dead body of a European, in a well-nourished condition, was found floating in the Rangoon River yesterday evening by the Port Trust Police. In the trousers' pocket was found an American rapid fire revolver, with eight cartridges in the magazine, and also a quantity of jewellery. A ticket, found in another pocket, showed deceased's name was Martin, who was on a trip from Calcutta to Rangoon and Chittagong, at which last named port he intended paying a visit to his brother. As the deceased was not on board the s.s. "Kohinoor" on Friday evening last, his baggage was put ashore. The body was taken to the hospital.

BILLIARDS.

Taylor vs. Elias.

CHAMPION OF INDIA BEATEN.

(FROM OUR CORRESPONDENT.)

MUSSOORIE, MAY 24.

A billiard match was played at the Savoy Hotel, Mussoorie, on the 21st and 22nd instant between Alec Taylor of London and Mike Elias, the Champion of India—1,500 up, for a stake. The result was—Taylor, 1,500; Elias, 1,279. It was a keen contest and great interest was shown.

MILITARY MATTERS.

Lord Kitchener's Future.

(FROM OUR MILITARY CORRESPONDENT.)

LONDON, MAY 7.

FINDING all other methods ineffective for obtaining the requisite 75 per cent. of their strength, which would entitle them to receive colours from the King at Windsor on June 19th, the 3rd Battalion Royal Fusiliers have hired for one evening the greater part of the Camden Town music hall, where extra turns will be given of special interest to the battalion. Every member in uniform will be admitted free, but he is expected to bring at least one recruit with him, who will be sworn in before the close of the performance. Although one may regret the means which have to be adopted, the effort is a laudable one and deserves to meet with success. But how will the battalions which are forced to have recourse to these methods of recruiting be kept up to strength in the future? The Army Council have prohibited the County Associations from expending their funds on rewards to "bringers," and no doubt on the hire of music halls also, and when these two methods of recruiting which have proved so successful in the past have to be relinquished, there is little probability of recruits coming forward in sufficient numbers to keep the Territorial Army up to its establishment, which by-the-bye is now fixed at 302,000 instead of 314,000 as formerly. Captain Kincaid-Smith's action in resigning his seat in Parliament, and appealing to the electors of Stratford-on-Avon to put aside all other matters, and return him as an advocate of national military training has not met with the approval of the National Service League. It is not the policy of the League to precipitate matters as Captain Kincaid-Smith would do. Compulsory training is, of course, inevitable, but it must be brought before the electors at the right time when the League has accomplished the task of educating the people up to the principles it advocates. The result of the contest at Stratford-on-Avon is no indication that the majority of the electorate of that division of Warwickshire are not in favour of compulsory military training, but shows merely that Tariff Reform must at present take precedence of all other questions.

A military correspondent of a London paper is concerned about Lord Kitchener's future. He thinks the time is not yet come when the present Commander-in-Chief can be placed in that dignified retirement to which an ex-Indian Commander-in-Chief is sometimes relegated, neither can we afford to "use up" Lord Kitchener in Ireland or the Mediterranean. He thinks that Lord Kitchener should be entrusted with some great Imperial office such as Viceroy of India or Secretary of State for War. In the meantime, till a vacancy should occur, it is thought that he might find suitable occupation in re-modelling the Home Army. When shall we possess an Army that does not require remodelling? As a matter of fact Mr. Haldane's new model is satisfactory enough in every way, but efficiency, and numbers; and when the nation is educated to realise this, it will put it right. Lord Kitchener's exceptional genius for organisation will, there is no doubt, be utilised in perfecting a scheme of Empire Defence, when a place will be found for him on the Committee of Imperial Defence where his services will be invaluable.

It would be interesting to know where Mr. Haldane or his military advisers expect to obtain subalterns for the Special Reserve Battalions. In the old Militia Battalions the subalterns were chiefly candidates competing for commissions in the Regular Army. A commission can now be obtained with less trouble and expense by joining a Territorial regiment, from which candidates can compete under the same conditions as from the Special Reserve. The consequence of this step to popularise the Territorial Army is to leave the Special Reserve Battalions without subalterns, of which the Sherwood Foresters is an instance. This Reserve Battalion is called up for training on the 7th June, for which it can produce only three captains and three subalterns. The Special Reserve is a poor exchange for the old Constitutional Force, but its existence is unlikely to be much more prolonged under the present conditions.

The mysterious proceedings which have for some time past been taking place in a remote Scotch glen have come to an abrupt termination, the Military authorities having very wisely decided to abandon any further attempts at aerial flight with our one and only flying machine, which is said to have never progressed beyond making "jumps off the ground." That, at any rate, shows that it did make an attempt to ascend. No further expenditure will at present be made on experimenting with aeroplanes. It is estimated that it will be less expensive to purchase experience and start working from the more advanced stage already reached by the brothers Wright. Experiments in aviation will, therefore, for the present be confined to dirigible balloons. The first of these to appear since the collapse of the ill-fated Nulli Secundus (first and second) was a few days ago brought out on Farnborough Common for its preliminary trials. It is unlike any other dirigible yet produced in this or any other country. But since photographs of it will certainly be found in the illustrated papers reaching India by this mail, a description of it here would be superfluous. A special Government Department for Aerial Investigation is to be formed at once, but the arrangement under which the naval and the military authorities will carry on the work separately does not appear to be satisfactory. As it is, the Admiralty have started building dirigible balloons while the War Balloon Factory at Aldershot is occupied with the same business.

Speaking a few days ago at an anniversary dinner of the Junior Institute of Engineers, Mr. Haldane said that the foundation of our defence was our naval power, and that must never be let down; that we had magnificent seamen and immense traditions behind us, but the most careful construction and organisation were essential if we were to keep our position. These views are also held by a few of his colleagues in the Cabinet, who however are not sufficiently strong to give them effect. It is an open secret that the Naval Estimates such as they are were only agreed to by the Churchill-Lloyd-George party, on the understanding that they should be given a free hand with the Budget. The War Minister informed the company present that we had a bigger expeditionary force than France and Germany combined, and a force ready to deal with any two Army Corps which might slip through the Navy. It was not to be expected that this statement of our superior military strength would pass unchallenged. It is more customary for the War Minister to be called upon to explain indiscreet statements made by his lieutenant, than that Lord Lucas should be asked to throw light upon his chief's announcements as happened in the House of Lords when information was sought regarding the disposition and strength of this expeditionary force. Lord Lucas's interrogator wanted to know too much. To answer the questions would be to reveal the mobilisation plans. Viscount Midleton, an *extra* War Minister, was not to be put off with this, but Lord Lucas remained loyal to his chief and would not give away the strength of the expeditionary force, except privately, and confidentially at the War Office.

There are supposed to be at present close on half a million horses in the United Kingdom fit for military purposes. Nine years ago the number was much higher than this, yet out of 300,000 horses sent to South Africa during the war only 76,000 were procured in the United Kingdom.

MILITARY INTELLIGENCE.

BOMBAY BRIGADE ORDERS.

TUESDAY, MAY 25.

Captain A. H. Moberley, R.G.A., is appointed Colaba Field Officer for the current week vice Captain H. B. Mayne, R.G.A., relieved.

The following arrivals and departures reported at Bombay are notified:—

NORTHERN ARMY.

Arrivals.—Major H. H. Dunlop, "Attached" 20th Infantry, per s. s. "Ville de la Ciotat," on 20th May; Captain T. M. Luke, 28th Mountain Battery, R.A., Lieut. R. P. Landon, 28th Mountain Battery, R.A., Captain A. de C. Rennick, 11th Lancers, Lieut. E. Y. Anderson, the Black Watch, per s. s. "Arabia," on 21st May.

Departures.—Lieuts. T. Vandeleur, Royal Irish Regt., H. C. R. Saunders, East Yorkshire Regt. Captains S. H. Charrington, 15th Hussars, H. B. Clarke, R.E. 8th Division, Br.-General A. Phayre, Staff, Major W. R. Walker, 62nd Punjabis, Lieut. A. G. Healls, 5th Cavalry, Captain R. W. Henderson, 17th Cavalry, per s.s. "Egypt" on 22nd May Major J. Talbot, 37th Lancers, per s. s. "Castalia," on 15th May; Captain P. S. F. Claridge, 28th Light Cavalry, per s.s. "Baldnino," on 15th May; Captain H. E. Medlicot, 3rd Horse, per s. s. "Caledonia," on 8th May.

SOUTHERN ARMY.

Arrivals.—Major H. L. Hole, 79th Carnatic Inf. per s. s. "Assaye," on 17th May; Major M. S. Eyre, 2nd M.B., R.G.A, per s.s. "Arabia," on 21st May.

Departures.—Captain F. Pope, 1st Northampton Regt., Lieut. A. de V. Macleau, 2nd E Surrey Regt., Lieut.-Col. H. S. Sloman, Lieut.-Col. L. J. Andrews, 79th Carnatic Infy., Br.-General F. H. Kelly, Staff, 6th Division, per s.s. "Egypt," on 22nd May,

(FROM OUR CORRESPONDENT.)

SIMLA, MAY 24.

Colonel L. E. Anderson, British Service, has been appointed to officiate as P. M. O., 8th (Lucknow) Division, from last month.

The following Lieutenant-Colonels are appointed to the command of the Station Hospitals named:—F. P. Nichols, Jullundur; H. J. Fletcher, Sialkot; and B. Skinner, Peshawar.

Major A. G. Thompson, R.A.M.C., is appointed to the charge of the Brigade Laboratory, Ferozepore.

Captain D. P. Johnstone, R.A.M.C., is appointed officiating Sanitary Officer, Burma Division, vice Forrest, vacated on return from leave.

Captain J. Campbell, R.A.M.C., resumes charge of the Brigade Laboratory, Allahabad, and Captain A. H. Stafford will be posted to the charge of the Brigade Laboratory, Fyzabad.

Surgeon-General P. M. Ellis, British Service, P.M.O., 8th (Lucknow) Division, has been granted six months' leave out of India, on medical certificate.

Colonel J. G. Hardwood, British Service, P.M.O., Presidency and Assam Brigades, has six months' leave out of India, on private affairs.

Captain C. D. M. Holbrook died at the Station Hospital, Poona, from abdominal abscess on the 6th instant.

HYDERABAD NOTES.

(FROM AN OCCASIONAL CORRESPONDENT.)

HYDERABAD, MAY 17.

For the purposes of the newly-formed Nobles' Club, the building and premises in Saifabad known as St. James's Park—the property of the late Mr. James daCosta, Private Secretary to the late Nawab Sir Khurshed Jah—have been taken on lease at a monthly rental of Rs. 350. An inaugural "At Home" is being given this evening at the Chudderghat Public Gardens in connection with the Nobles' Club, the expenses of which, I believe, are being borne by Nawab Salar Jung. At the preliminary meeting that took place last week to establish this institution—unique in itself for Hyderabad, where political and social conservatism does not interfere with anybody's existence or, rather, aim of existence—Nawab Khan-i Khanan, the Military Minister, was elected President; Nawab Abdul Ali Khan, one of the sons of the late Nawab Shamshere Jung, Vice-President; Maharajah Sir Kishen Pershad, the Prime Minister, Secretary; and Raja Ray Rayan, Assistant Secretary. To qualify for membership of the Nobles' Club, one must be a descendant of royalty or of hereditary nobility, which includes the offspring of Paigah chieftains and the higher class of jagirdars of the State. Before the preliminary meeting was convened, the Nizam's pleasure was consulted as to the establishment of the Nobles' Club. Consistently sympathetic and generous in his actions, His Highness is equally outspoken. While offering no objection to its establishment, the Nizam is said to have remarked that it was his experience that similar institutions seldom made for permanency on any active or visible footing, and consequently he would reserve an expression of his opinion or his wishes till he found the Nobles' Club full two years in existence.

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On the other side of the Railway crossing in Khairatabad, the road leads to Begumpett and one of its branches skirts the western shores of the Hussain Sagar Lake. In the latter direction is the residence of some of the principal officers of H. H. Nizam's Government, including the Financial Secretary and the Public Works Secretary, and for this reason the locality is supposed to be the more important. It happens that this branch road has been under repair for the past two months but is not half completed as yet. Ordinarily, when roads are under repair or reconstruction, one-half lengthwise is first put in order and then the other half. And so, too, is the case with the road I am referring to. But it severely taxes the vehicular and other traffic. The road is a narrow one and is in a fearfully bad condition, and when one-half of it is under repair, while it is dangerous enough to travel by day, the risk is infinitely greater during the night in driving or riding. Yet only a solitary lamp-post is expected to light the whole way, while a widow's lamp hangs from a bamboo thrown across the part of the road under repair, and if anybody happen to drive or ride up from the wrong direction, he would be likely to get into an uncomfortable position. It is a pity it has taken so long to finish this small piece of work where so much inconvenience is being felt.

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Cholera is reported to be still raging in Nander, and doing a lot of havoc; but a couple of sharp showers of rain might lessen the heat and abate the mortality. At the capital also the weather is awfully trying, and some cases of small-pox in isolated places have occurred. Mangoes are now in season, and it behoves the Municipal authorities to see that forced-ripe, over-ripe, and decaying fruit are not exposed for sale, lest that dreadful epidemic which has visited Nander be courted.

THE Misses Emma, Lilian, and Mary James who have a select school for girls at Trenton (N. J.), have sailed for Europe, taking with them Hamilton Crisp, a policeman of the local force. It appears that the policeman recently captured a burglar who entered their house, and that they are giving him a three months' trip to Europe, not so much for protection to themselves as to reward him for his services.

THE TRIUMPH OF THE STANDARD.

Now that the gold standard has been severely tested and has abundantly justified those who predicted its economic soundness and its ultimate success, the time seems opportune for a general review of the conditions attending its slow establishment from its inception down to the present day. How much sooner and with how much less trouble the end in view might have been attained will perhaps appear in the course of these articles.

The active campaign for the closure of the mints and the establishment of a gold standard may be said to have opened on 13th July, 1892, when the Honourable Mr. Mackay (now Sir James Mackay), President of the Bengal Chamber of Commerce and Member of the Imperial Legislative Council, addressed a large meeting of bankers and merchants in the Calcutta Town Hall, and presented for adoption and signature the "Petition of the Indian Currency Association," which was addressed to the House of Commons. This Association had sprung into existence at Simla where Mr. Mackay had consented to become its first president and had, as he expressed it, "launched the Association, its aims and objects upon the world" just four weeks previously at a public meeting. The sponsors of the Association were quick to recognise, however, that as an essential to successful agitation they must gain the support of the mercantile public and of representative leaders of all sections of the community, European and India. The Association's headquarters were therefore transferred to Calcutta, where the serious campign was opened as described above.

For the purpose in view the selection of Mr. Mackay as President was a singularly fortunate one. If, as he himself has modestly put it only a few months previously, he was not yet "enough up in the great currency question to be capable of expressing an opinion," he possessed in a very marked degree the qualities required to carry the movement to a successful issue. Imperturbable in debate, resolute and persistent yet reasonable, possessing a wide knowledge of mercantile affairs, deliberate and usually sound in judgment, he was just the man to stand at the footlights face to face with a critical and perhaps, none too sympathetic audience. His success lay in the fact that in the end he contrived to formulate from the diversified views of a disquieted and hesitating public a strong though never, perhaps, a unanimous demand for currrency reform.

Out of sight of the audience, ensconced in the prompter's box, was the moving spirit of the piece, Sir David Barbour whose general views on the international currency question were already before the world in his "Theory of Bimetallism." His plan for conferring a gold standard upon India was admittedly put forward as a regretable alternative, and in default of, the restoration of that "more perfect system" of international bi-metallism which had prevailed before 1873. Behind the scenes worked the indefatigable Mr. J. E. O'Conor (afterwards Director-General of Statistics), who supplied facts and figures for the campaign and ultimately demolished the rival theory of the "low exchange stimulus" then largely, if mistakenly, held by a great number of mercantile men. The co-operation of this powerful and able triumvirate augured well for the initial and ultimate success of the Currency Association which had taken in hand a task of very considerable difficulty.

This agitation for currency reform was the outcome of many years of wildly fluctuating exchange which had reduced foreign commerce to a gamble, demoralised the finances of India, necessitated the increase of taxation by augmenting the burden of the Home Charges and depreciated seriously in terms of gold the emoluments of Indian officialdom. For sometime previously it had become generally recognised that "something must be done," but as to what form the "something" should take no one seemed to be quite clear. One nostrum after another was advocated, discussed and rejected in the columns of the Press, and it was not until the foundation of the Indian Currency Association that a practicable scheme, that of Sir David Barbour (submitted to the Chamber of Commerce in the previous year) was placed openly before the public. We except the admirable scheme of the late Mr. A. M. Lindsay, C.I.E, for owing to a variety of circumstances, it has not then received the notice and commendation which it merited. Moreover, those acquainted with the principle of that scheme who have followed the recent measures for the preservation of the gold standard will realise how prophetically true were the oft repeated words of that singularly able financier. "They 'must' adopt my scheme despite themselves. They 'must' ensure convertibility." We shall have a good deal to say concerning the Lindsay Scheme later on.

The petition to the House of Commons recited at considerable length the grave disadvantage to India of the depreciating rupee currency and concluded with an urgent appeal, that everything possible should be done on behalf of India to insure a workable agreement being arrived at by the International Monetary Conference then about to meet. "If, however, the Conference should fail, like its predecessors, to arrive at a satisfactory solution of the questions referred to it, your petitioners pray that the Government of India may to it be fully empowered to take such measures as may to it seem fit for the adoption of the only remaining effectual remedy, viz., a gold standard." The steps to be taken towards this and are not indicated in the petition but they were set out by Mr. Mackay in his speech as follows:—The Government would settle the rate at which the gold standard should be fixed, close the mints to the free coinage of silver and declare the standard. They would then open the mints to the free coinage of gold in pieces of ten and twenty rupees each and declare these coins to be legal tender. Instead of buying silver in Europe and bringing it to India for coinage as heretofore, bankers would for the future bring their gold to India and buy rupees with it from the Government. Later on the Government would arrange to give gold coins for silver without a premium and until they could do this Mr. Mackay admitted that the gold standard would not be thoroughly effective. It was anticpated that there would be initial fluctuations, though it would take "but a short time to establish the sterling value of the rupee on a permament basis!" One shilling and six pence to the rupee was tentatively indicated as the probable rate at which the standard would be fixed.

The Currency Association's meeting at the Town Hall was a very successful one, 249 signatures to the petitions being obtained on the spot. The energetic President did not let the grass grow under his feet, but took immediate steps to strengthen the Central Committee by the addition of numerous European and Indian gentlemen representing every section of the community. No less than 69 branches of the Association were promptly formed all over India and Burma, public meetings were widely held and the petition numerously signed. From the first report of the Central Committee, which is dated 28th August, 1892, or about six weeks after the Town Hall meeting, it appears that the petition had already been despatched to England so that it might be ready for presentation to Parliament as soon as the House of Commons re-assembled; that nearly 12,000 signatures had already been obtained, of which about 5,000 were those of Europeans and the remainder those of natives, and that the signatures were representative of every class from Indian Princes down to humble railway employees. It may be interesting in view of subsequent events to say that the signatures of Government servants numbered 2,523 and that the mofussil branches of the Association, as distinguished from those of the large trading centres, were generally worked by officials, acting of course in their private capacities.—R. in "Capital."

JAMMUSTOMY STABBING CASE.

Culprits Re-arrested.

(FROM OUR CORRESPONDENT.)

DACCA, MAY 24.

The sensational Jammustomy Stabbing case of two years ago, in connection with which two local students, of whom one was discharged, were re-arrested, came up, to-day before Mr. Stinton, Additional Magistrate.

Among the witnesses examined was one Ganesh Chatterjee, a workman of Messrs. Gupte and Company, who said he saw two men lying stabbed near the Shahan Medical Hall while going home. Jogesh was present there. Witness went back to his factory to inform the others. Jogesh also went there with a sword in his hand and a cloth besmeared with blood. Jogesh asked witness to tell Pulin Das and Bhupesh Nag that they had finished their mission.

The case is proceeding.

ABOUT PAINTERS AND PICTURES.

Is it a Good Academy?

London, May 7.

This week the Royal Academy opened, and there is a crowd of other galleries to attract the enthusiast. London itself has been a superb picture bathed in strong sun and with far horizons. The opening of the Academy generally corresponds with the beginning of the more important May Meetings. The enthusiasts of Art rub shoulders with the enthusiasts of Religion. Have they any use for each other? Does the Spirit of Art have part in the May Meetings? Has the Spirit of Religion any part in the Royal Academy?

IDEALS OF BEAUTY.

Even statesmen are realising that art cannot be divorced from life nor life from art without loss. Lord Curzon at the Academy Banquet said:

"We welcome the opportunity presented to us of offering a tribute to those men who are engaged in holding aloft and aloft the standard of British art amidst the discouragements of an age which in its appraisement of pic-orial art is more apt to regard antiquity than merit. And we thank them for rendering the faithful service that they do to those ideals of beauty which in a world that is ever becoming more material are increasingly required to ennoble, to purify, and to spiritualise the life of our people."

Of this year's Academy Lord Curzon added: "As we gaze upon these pictures, as we wander through these halls, do we not realise the characteristics of British art as compared with that of foreign schools its freshness, its elasticity, its freedom on the one hand from conventionality or cant, on the other hand from eccentricity or licence, and its swift and eager response to the multifarious and constant changing tastes and activities of our people. In portraiture, perhaps, most of all do we excel."

IS IT A GOOD ACADEMY?

Is it a good Academy? Here is what the "Times" says:—"In spite of all those shortcomings of which its opponents are always ready to make the most, and in spite of the ever-increasing difficulty of representing anything so various, so complex, we had almost said so unprincipled as modern art, the venerable institution still holds its own, and is still vigorous and very much alive. The display, indeed, is wanting in one element of popularity there is no picture of the year to make the talk of tea-tables, no picture to make an instant appeal to bourgeois sentiment or commonplace curiosity, not even a problem picture to tax the ingenuity of interpreters. But, on the other hand, there is a distinctly high average of accomplishment, especially in portraiture and, though the subject pictures of mark are relatively few, some of them are impressive, and several will remain as an agreeable memory long after the exhibition is closed. Some of the leading men, such as Mr. Sargent and Sir William Orchardson, reach the level of their own highest achievement.

"The sculpture on the whole continues to give evidence of the immense improvement in the plastic art of this country which recent years have seen, an improvement which makes a visit to the Sculpture Rooms of the Academy a very different thing from what it was a generation ago."

Here are glimpses at three well known artists.

MR. W. L. WYLLIE, R. A.

Mr. W. L. Wyllie, R. A., has a remarkable home at Tower House, Portsmouth. It stands almost on the site of the famous "Ship Tiger" public-house of Nelson's time and close to a tower which dates back to the days of King Edward III., and from which the chains are used to draw the boom across the harbour. In the "Pall Mall Magazine" (May) there is a very interesting interview by Mr. J. E. Patterson with Mr. Wyllie, and some pictures which show how splendidly his home is situated.

"Here it was," he says, 'in a studio at the top of the house, making a sketch by a big north window that commands a view of the entire harbour, that I found Mr. Wyllie—quiet and gentle of voice and manner, entirely free of all studio-jargon, the man who has gone from the painting of corners in 'The Pool' and scenes in the lower riches of the Thames, to the depicting of tremendous battles.

"'I should like to paint a panorama—that has always been by ambition.'

"'Say, of the Armada, from start to finish?'

"'Yes, that would be alright. But I should prefer Trafalgar, where one would have more fact and less supposition to deal with. I should like to see a panorama of that battle within reach of Trafalgar Square; it would be a fine incentive to real patriotism. Then there is the battle of Tsushima a very fine thing could be made of that."

MR. ALFRED EAST, A. R. A.

Mr. R. de Cordova interviews Mr. Alfred East, A. R. A., P. R. B. A., in "Great Thoughts."

"The landscape painter, to my mind," said Mr. East, 'should be an ideslist in the fuller sense of the term than the painter of figures, because his art is not conditioned by fashions and facts of certain definite time. I believe that the expression of joy or sorrow, ecstasy or hope, or any of the great emotions can be given landscape painting. Just, however, as in music if a man had no musical ear he could not appreciate the pathos which the composer might put into his composition, so a person who has no sense of form or colour could not appreciate the intention of the painter of landscape, whose object should not be merely to describe the physical beauty of a scene but to express the interest and emotions which it has stirred in his own heart.

"The landscape painter reaches farthest. As however, he uses for the emotional expression of his ideas a medium with which the public is not familiar, he cannot be expected to make the same appeal as does the figure painter."

MR. BRAMLEY'S FAMOUS PICTURE.

Mr. Frank Bramley, A.R.A., tells in "M.A.P." how he came to paint his first success, "A Hopeless Dawn," which now hangs in the Tate Gallery.

"Late one autumn afternoon I had gone out, and had inadvertently omitted to extinguish a candle I had lighted and left in the window. When I returned in the evening, the candle was just on the point of going out. The guttering candle gave me an idea, and I built up the whole composition from that simple little thing. Perhaps to say 'built up' is to suggest an erroneous impression of what really did occur, for the composition as a whole came into my mind at once. I had had a feeling for a long time that I should like to paint a picture of that kind, but the subject had never properly formulated itself in my mind till the candle set it alight.

"At once I got out a little canvas, between twelve and eighteen inches long, and made a rapid oil sketch. It was finished in an hour—proof that the whole subject was in my mind, although I had not been actually conscious of it. When I came to paint the picture I kept practically to the same colour-scheme and composition as the sketch, though, of course, many details were added, such as the Bible on the window-sill. I found no difficulty in finding models suitable for the two women in the picture."

ARRIVALS.

Per s.s. "City of Glasgow," May 25.

The following are the passengers due to arrive per the s.s. "City of Glasgow," this afternoon. The passengers will be landed at 10 Victoria Dock:—

FROM LIVERPOOL TO BOMBAY.

Slaughter, Capt R J
Goldie, Capt M L
Fumes, Capt T B G F
Luck, Miss E
Beattie, Mr Wm
Daver, Mr S L
Campbell, Miss G G
Fraser P Hard, Mr
Bassett, Mr and Mrs A H and child and infant
Beer, Miss E C
James, M Davies Mr
Shorrock, Mr and Mrs F and child
Kellys, Mrs and two boys
Gilbert, Mr R A E
Lewis, Mr
Black, Mr
Delpman, Mr Guy E H

HOTEL proprietors at Keswick and Borrowdale are considering the desirability of establishing a mule service between Borrowdale and Seascale, over the steep and stony Sty Head Pass, which winds along the very heart of the wildest scenery, and offers, at its elevation of 1500ft. above the sea level, a scene of bare crag and steep fell. Such a service would probably prove very popular with tourists, and especially with rock climbers, who at present have great difficulty in reaching Wasdale Head.

THE WOMEN'S PARLIAMENT.

Women from All Countries Demand a Vote.

WOMEN from all parts of the world gathered in London during the few days before the mail left to express their determination to secure Women's Suffrage—to attend the annual Conference of the International Woman Suffrage Alliance.

WOMEN FROM ALL LANDS.

St. James's Hall, in which the meetings were held, was hung round with the banners of the various associations, represented in the National Union of Women's Suffrage Societies of Great Britain, many of them bearing the names of illustrious women of all ages and countries, from Vashti to Josephine Butler; while among the seats were ranged little silken banners bearing the national colours of the delegates grouped around them, the countries represented being Australia, Austria, Belgium, Bohemia, Bulgaria, Canada, Denmark, Finland, France, Germany Great Britain, Holland, Hungary, Italy, Norway, New Zealand, Russia, Switzerland, South Africa, Sweden, and the United States.

A PAGEANT OF WOMEN.

An object lesson in the type of woman interested in the Suffrage was afforded by a remarkable demonstration in the Albert Hall, where a mighty pageant of women, grouped according to their craft, filed into the hall through many entrances, and filled up the arena—women engaged in various crafts, from sculpture to nailmaking.

"There were about sixty professions and trades represented, and each party bore its own emblems and devices as well as common banners with the words 'Taxpayers demand the vote' and 'Wage-earners demand the vote,'" says the writer of bright reports of the Conference in the "Manchester Guardian." "The farmers bore a sickle, the sculptors a Venus de Medici, the painters a brush in pot and a palette, the housewives a brush and dustpan, the fashion designers a decorative dress design, the hosiery workers a golden fleece, the shoeworkers a goat's head, the writers a black eagle and a book, the journalists a duck with a quill, the poultryfarmers a row of eggs, the librarians Minerva's owl, the pitbrow workers a pit shaft, the cooks loaves of bread, the pottery workers three plates on a panel, the chain-makers a broken chain, the chemists a golden pill, the weavers and spinners bobbins and spools and cotton.

"The doctors and surgeons and teachers wore their red and blue robes, the sculptors their studio frocks, the pottery workers white dresses and caps, the cotton operatives their shawls (some had clogs), the pit-brow workers their short skirts and striped shawls, the nurses and midwives (who bore little Della Robbia heads in a plaque) wore their uniforms, and many others had characteristic dress."

THE PRESIDENT'S POINT OF VIEW.

Mrs. Chapman Catt, in her presidential address, said that since the Alliance was founded five years had passed, five prosperous, successful, triumphant years—prosperous because they had had no misunderstanding or disagreement, successful because the number of associations had more than doubled, triumphant because the gains to the cause in these five years had been greater than in any period which preceded it. The greatest of their victories had been in Australia, but the Norwegian Government had sent a delegate to this Congress, and in view of what had taken place in Sweden, Denmark, and Iceland, she thought they should give the place of honour to the Scandinavian race. She had received messages asking her to condemn the militant tactics and also to uphold them. She would do neither. Here in England there was a difference of opinion about this thing, and if they understood the spirit of internationalism they were bound in courtesy to be silent concerning it. She wanted to tell the English people, however, that the eyes of the world were riveted upon the campaign here, and would be even though there were no militant efforts.

RUSSIAN RESTRICTION ON MARRIAGE.

"A striking speech," reports the "Manchester Guardian," "was that made by Mme. Zereide Mirovitch (Russia). The Russian note was sounded at once in the words, 'in misfortunes women are always the equals of men,' and she had much to tell of the petty as well as the serious persecution of women in her country. 'But though a Government can kill people, it cannot kill ideas,' she said, in a simple, direct way that was very impressive, and she quoted the prospect of a women's University at Kiev as a sign of hope. Some of the instances she gave of reactionary administration on the part of Government officials seemed almost incredible—an order, for instance, recently issued forbidding any woman postal clerk to marry outside her own department. A woman telegraphist, that is to say, might not marry a clerk in any other part of the post-office. The reason given for this—that State secrets might otherwise be divulged—Mme. Mirovitch declared to be only an imaginary one."

AN ITALIAN MOTHER OF SEVEN.

Another enlightening and particularly charming account of a very different movement, that which is taking place in Italy, was given by the Marchesa Pellicano, introduced by the President as having a claim upon the admiration of the Congress for the possession of seven children and the authorship of several books issued under the English pseudonym "Jane Grey."

"In spite of this fateful name the Marchesa spoke both wittily and enthusiastically of the growth of women's suffrage campaign in her country during the last three years. The question had been an academic one there for the last thirty years of the nineteenth century, but the new importance given lately to the question and the debate upon it in the Parliament of 1906 has at least brought about one practical franchise reform—the right conferred only upon women in trades and professions to vote for members of the Chamber of Commerce. The Marchesa Pellicano roused considerable amusement by her opinion that the women of her country were backward in fighting for their enfranchisement because she feared it was not chic, and that the men held back for fear of ridicule."

ADULT OR WOMEN'S SUFFRAGE.

A little scene took place when, in answer to a question from Mr. Starr (Adult Suffrage Society), the chair gave as her opinion that unless further developments modify the resolution first taken his society would be prevented by it from affiliation with the International Alliance. Mrs. Montefiore thereupon announced the intention of the Adult Suffrage Society (represented by two fraternal delegates) to withdraw from the Congress on the grounds that their point of view had not been fairly given. Her assertion that this Society was the only one in England that is demanding a democratic suffrage was met with loud sounds of dissent all over the hall.

THE NEXT CONGRESS.

The President, in her final address, said that the next quadrennial Congress would be held in Vienna in 1913, and the next intermediary one in Sweden in 1911, provided that Sweden were not enfranchised before that date.

A great ovation followed when Mrs. Chapman Catt called upon everyone to remember that, although women wanted the vote for the immediate redress of their grievances, they were asking for it on a broad principle of justice, which demanded that the Governments of the future should rest upon the equal responsibilities of men and women.

THE abductions of the children of wealthy Americans have roused the public to such a state of suspicion that some awkward results are being experienced by people whose relations with children are quite innocent of fraudulent intent. A cinematograph firm, anxious to meet the topical interest in abductions by presenting a film of moving pictures on the music-halls, arranged, the "Daily News" says, for an abduction scene to be carried out under their photographic instruments close to the railway in New Jersey. Everything was going well when some railway gangers came along the line on a trolley, and seeing a girl being dragged from a carriage by three men, they jumped to the conclusion that they had happened on another sensational blackmailing enterprise. Leaping off their trolley, they rushed to the assistance of the supposed distressed damsel, armed with their pickaxes, and laid about them with such goodwill that all the cinematograph operators had to be taken to the hospital.

"THIS MY SON."

A Story of Tragedy and Pathos.

"M. BAZIN'S 'passionate curiosity' for the great unwritten sufferings of his beloved poor secures the impression of a wonderful realism in his literary expression," wrote the "Morning Post" some time ago, reviewing a story by Bazin, the French novelist.

An English edition of his powerful story "This My Son" has just been issued (Sisley, Ltd., 6s.), and in it we have another realistic picture not so much of the poor, but of the pashes and tragedy which lies in the quiet life of a typical French farmer. The story paints with truth and colour the charm of the self-contained, peaceful life of the French countryside; of the able, thrifty farmer who lives and has his being in the life of the farm; and the various types presented by his children.

FRENCH LOVE OF PROPERTY.

"Julien Noellet is his own master at La Geniviere. It is his estate, his landed property, the fruit of the labour of many generations of ancestors.

"How all those, since passed away, those obscure dwellers upon the earth, now taking their last sleep in the adjoining churchyards, hoped and worked and struggled and saved to make and keep the land their own! One thought alone pursued them as they went from farm to farm in their slow pilgrimage across the Mauges, serving first one master and then another. At night, when bent with the fatigue of the day, they returned to their chimney-corner, and sitting in the dim light to save the candle, they would see a vision of a white house, a well-lighted house, where some great-grandson—their own death, they knew, was near—would reign as independent lord.

THIS DREAM OF JOY.

"They found consolation in their own misery in this dream of joy for another, who should, in his person, realise the ambition of a whole race. And then they died, and their small savings increased in the hands of the eldest son more or less slowly, according as the harvests were good or bad, but whatever the fortune of the years, the money put by lay untouched for purchase or pledge.

"Then suddenly a good marriage might double the property; and in this way it had come about that with the money hidden away in a stone jar, added to the price of a little garden he owned in the parish of Villeneuve and his wife's dowry, Julien Noel's father had been enabled to purchase La Geniviere, which had been put up for sale by its ancient proprietors of La Landehue during an interval of pecuniary embarrassment."

"This my son" is Pierre, the eldest son, so unlike his brother Jacques, who lived in the life of the farm, as did his father. But for Pierre "every day the distance widened between his thoughts, his opinions, his tastes and those of his parents. . . A restless ambition seized him, a longing to rise, and everything continually added fuel to his desires."

PIERRE NOELLET.

Then on his fourteenth birthday he expressed his intention of becoming a priest. His mother was delighted, and so he passes away to the college in a near town, and there the distance between him and his kin increases. The honour of his profession causes his father to hide his disappointment at losing his eldest son as helper on the farm.

THE ANGRY FATHER.

The girls and mother at home devote their leisure hours to working at a beautiful alb for him to wear when he mounts the steps of the altar in his deacon's robe. Then the house of cards comes down when Pierre declines to go on to the seminary at Angers. "I am not going to be a priest," he declared. And the blow was worse when Jacques, the other son, was called out as a conscript. His father's anger was great. "You have allowed us to deprive ourselves for five years in order to send you to college and to pay for your gentleman's clothes and your books. You have stolen 8,000fr. of my money. Do you realise who it is you scorn? It is all those from whom you have sprung, and who filled the land before me. Ah, you are ashamed of us! Ah, you disown La Geniviere. Begone from it, then, ungrateful son!"

PIERRE GOES TO PARIS.

And so Pierre hies away to Paris. There he struggles to be a journalist, and aspires to the hand of the daughter of the chief landowner in his own country. But fate is against him. He seems to climb but does not get far. He knows nothing of his home and his family till one day he hears that his brother the recruit is dying and desires to see him. When his father catches sight of him his anger is again kindled, and once more he flees from his home. His brother dies. He is rejected as the snitor of her whom he would win. He becomes the victim of absinthe. He loses his place on his paper.

Then the old man receives a note that Pierre is ill, that absinthe would soon bring him into the most deplorable condition if he were not warned. And then the old farmer, so at home in his fields and with his loved cattle, determines to go to Paris and bring back "this my son." And this is how the parable of the Prodigal Son was re-enacted in France. They started out—the father and his daughter Antoinette—in the frosty morning air.

TO SEEK AND TO BIND.

"La Roussette, with her slender legs, was as fast a trotter as ever, and covered the ground like a wood-land deer. They reached Chalonnes in good time. The cart was put up at the hotel. The travellers crossed the bridge over the Loire on foot, got into the express for Paris, and bumped and shaken, went on without stopping until they reached the station of Saint-Lazare at three o'clock in the afternoon.

"Julien Noellet had passed the time in conversation with a sheep farmer and Antoinette in looking out of the window at the fields as they flew dizzily past.

Pierre is found at the office of "Don Juan," where a kindly friend allowed him to hide in the afternoon, and there "on a sofa against the wall, his eyes shut, very pale, in a heavy drunken sleep," she father sees his son. Back to his native fields the father took him, and the fresh winds of France brought back life to him. One day he heard the girl who had rejected him say: "Pierre Noellet never was and never will be anything but a peasant," and the words made a madman of him.

Blinded by tears and deceived by shadows of trees he fell into a hollow, and so death came—just at the moment when it seemed as if life could have brought balm to him if he would accept the sweet girl Melie Rainette, who would have brought him such happiness if he had not looked so far beyond him, with such ill-results.

CRICKET AT ABU.

Cutch vs. Abu Gymkhana.

This match was played on May 22nd, Cutch won by 78 runs:—

CUTCH.

K S Vijayarajji, c Fordyce, b Bailey	...	...	8
Sivaji L-b-w, b Bailey	...	...	27
Ismail, b Gorman	...	...	6
J H Smith, retired	...	...	45
N Bapasola, retired	...	...	43
Kasam, b Fanshawe	...	...	22
Naran, b Wildebloud	...	...	4
K Naoroji, b Fanshawe	...	...	5
Osman, not out	...	...	12
Maula, b Fanshawe	...	...	2
Ramji, b Fanshawe	...	...	0
Extras		...	5
Total	...	...	179

Fanshawe took 4 wickets for 2 runs.

ABU GYMKHANA.

Major Cunningham, b Ismail	...	...	13
Sh Jakiuddin, run out		...	28
Capt Mathews, c Sivaji, b Ismail		...	0
Col Pinkey, c Naoroji, b Osman		...	17
Mr Fanshawe, c Ismail, b Bapasola		...	24
Mr Clifford, not out	...	...	13
Mr Wildebloud, b Ismail	...	...	1
Major Bailey, b Bapasola	...	...	0
Mr Fordyce, b Ismail	...	...	4
Capt Norman, c Maula, b Bapasola		...	0
Pte Gasman, b Ismail	...	...	0
Extras	...	...	6
Total	...	...	101

Ismail took 5 wickets for 32 runs.

FLORILINE:—For the Teeth and Breath.—A few drops of the liquid Floriline, sprinkled on a wet tooth brush, produce a pleasant lather which thoroughly cleanses the teeth from all parasites or impurities, hardens the gums, prevents tartar, stops decay, gives to the teeth a peculiar pearly whiteness, and a delightful fragrance to the breath. It removes all unpleasant odour arising from decayed teeth or tobacco smoke. "The Fragrant Floriline" being composed in parts of honey and sweet herbs is delicious to the taste and the greatest toilet discovery of the age. Of all Chemists and Perfumers. Wholesale Dept., 93 Farringdon Road London, England.

THE GRIN WITHOUT THE CAT.

We have lately been hearing much concerning a League of Optimists, springing from America and spreading over the habitable globe. It would seem that this organization was founded during the recent slump in business in the United States, to counteract the general gloom overshadowing commercial America—that is to say, nearly all America. The subscription, appropriate to times of financial stress, is one dollar—a sum which nearly all can find, and the rest can owe. The motto is laconic—"Smile," or its equivalent, and the members bind themselves to preserve and encourage a consistent cheerfulness. If the Order of Optimists has a patron saint, one would suggest St. Hilarius or St. Mark (Tapley).

But though at first sight this cult of the cheerful seems bound to make the world bright and beautiful, yet doubts arise. The principle is that expounded by Mr. Max Beerbohm in his "Happy Hypocrite." The morose but conscientious member of the Optimists, clutching his badge and writhing his features into a permanent smile, will, it is argued, become as cheerful as he pretends to be, and will grow into his grin, like the Cheshire Cat of Alice's Wonderland. But is this likely to happen? And, if it does, will the world be really happier for the change?

It is right that we should, as a rule, be fairly well satisfied with the conditions of our existence—that is to say, that, on the whole, we should prefer to be alive. But there are many times when we cannot be really cheerful, and when a smile will be a laborious and disgusting hypocrisy. The Optimists have overlooked one or two facts of human nature. First, there are occasions when the only smile possible to a man of intelligence is a cynical smile, due to amusement at his own or other people's weakness and absurdity. Secondly there is nothing more maddening than a vacant or forced smile or other expression of a fictitious cheerfulness. The smile of the musical comedy girl on the stage or the postcard sets the teeth of a man on edge, just as does the squeak which is sometimes her substitute for vocalisation. For a man really in love with her, suicide would be the only refuge from her maddening and persistent artificiality. Will not the sincere lover of his kind, the genuine philanthropist, be ready to drown himself when his brothers confront him with the expression of a photographer's victim attempting to "look pleasant."?

The Optimist, if a frank and straightforward person, will only smile sincerely when matters are going well with him. This will be rather irritating than otherwise to those who are not so fortunate. When the Optimist is merely smiling because he remembers his promise to his League, and thinks it his duty to forse a semblance of joy, his expression will be a palpable imposture, and will offend those who are genuinely cheerful—because they will think it is a burlesque of themselves—and add one more grievance to those already disgusted with life. The artificial smile of conscientious cheerfulness is as mirth inspiring as the permanent grin of a skull.

But suppose that a man is not an optimist, but merely a gently cynical observer, with a strong sense of the humorous side of things. Such a man will get far more real pleasure out of life, and will do others far more good, than the members of the Optimist League. When he has cause to be personally cheerful, his mirth will be tempered by a sense that his good fortune is of little importance to the world, and rather ludicrous if regard dispassionately. There will be none of the arrogant, insistent joyfulness that invites sneers from the less fortunate. He who laughs at his own luck as well as with it need fear no Nemesis: he is himself the gibbing slave in the triumphal chariot, as well as the laurelled conqueror. And when he fails he can still smile, with a little more bitterness, at his own folly, at the ridiculous overthrow of his lofty hopes and plans. Napoleon had a glimmer of this temper on his way home from the wreck of 1812. "From the sublime to the ridiculous is only a step," he repeated as he rambled on to one of his diplomatists. But it is to be feared that his cheerfulness was chiefly due to the fact that "his Imperial Majesty's health was never better."

There is something vulgar, notorious, advertising, about a leage of Optimists or any others. We need no league of Ironists. But without a badge or watchword, without literature or a subscription of one dollar, we can cultivate the temper of a kindly and sympathetic derision. Instead of looking on the bright side of evirything—which in many cases does not exist—we can look, though not exclusive on the humorous side, and thus comfort ourselves and others. It was not merely nonsensical when Heine declared that his knowledge of the Latin nouns making the accusative in-"im" had given him great inner peace in many gloomy hours. The exquisite incongruity of the private sorrow and the grammatical rule must have been enough to wring a smile from the poest in his worst agonies—and few men have borne such ills so cheerfully.:—Adrian Ross. in the "World."

AERIAL NAVIGATION.

Scientific Committee Appointed.

In the House of Commons on May 5, the Prime Minister made an important statement regarding the steps to be taken in England to promote the science of aerial navigation.

"As the result," he said, "of a report made by the Committee of Imperial Defence, the work of advising and constructing dirigible airships and aeroplanes has been apportioned between the Navy and the Army.

"The Admiralty is building certain dirigibles, while certain others of a different type will be constructed at the War Office Balloon Factory at Aldershot, which is about to be reorganised for the purpose.

"The investigation and provision of aeroplanes are also assigned to the War Office, with the view of securing that the highest scientific talent shall be brought to bear on the problems which will have to be solved in the course of the work of the two Departments.

"The National Physical Laboratory has been requested to organise at its establishment at Teddington a special department for continuous investigation experimental and otherwise, of questions which must from time to time be solved in order to obtain adequate guidance in construction.

"For the superintendence and the investigation at the National Physical Laboratory, and for general advice on the scieniific problems arising in connection with the work of the Admiralty and War Office in aerial construction and navigation, a Special Committee has been appointed with Lord Raleigh as President."

The Prime Minister added that adequate funds would be placed at the disposal not only of the Special Committee but of the War Office and the Admiralty to carry out the necessary work without delay.

It is understood that the Navy will be concerned with the rigid type of dirigible balloons, and the Army with the non-rigid dirigibles and the aeroplanes.

The Committee.

The Special Committee will be composed as follows President, Lord Rayleigh.

Chairman, Dr. H. T. Glazebrook, Director National Physical Laboratory.

Major-Gen. Sir Charles Hadden (representing the Army).

Capt. R. H. S. Bacon (representing the Navy.)

Sir Alfred G. Greenhill.

Dr. W. N. Shaw (Director of the Meteorological Office).

Mr. Horace Darwin.

Mr. H. R. A. Mallock.

Professor J. E. Petavel, and

Mr. F. W. Lanchester.

WHAPLODE parish church clock, South Lincolnshire, was recently examined to discover the cause of its stopping, when a bird's nest was found in the wheels.

THERE was much amusement at the Ragged School Union's festival, when the President, the Marquess of Northampton, told the audience that Mrs. Asquith, who had just presented the prizes, had been directed by some one who belonged to her, and who had a great deal of influence over her, never to speak in public. She had asked him to express her pleasure at being present, and intended to give a full account of that splendid meeting to the Prime Minister.

WHAT MEN ARE SAYING.

IMPUDENCE OF LITERATURE.

"It is not possible for Orientals to become acquainted with the literature of the West and to remain as they are," says Bishop Welldon.

THE WORLD'S PAPER.

"Within twenty or thirty years the world must depend wholly upon Canada for its paper supply unless some substitute for wood-pulp is found, which is quite unlikely," says Sir William van Horne.

THE SULTAN'S SALARY.

The new Sultan of Turkey has renounced £5,000 a month of his civil list. This is 20 per cent.

AERIAL NAVIGATION.

Mr. Asquith says that a committee has been appointed to carry out experiments in connection with aerial navigation, and ample funds have been placed at its disposal.

AIRSHIP LINES.

The Zeppelin Airship Construction Company hopes to start the first regular line of passenger airships next May. It will start from Lucerne and terminate at Hamburg.

The new British Army airship made its appearance on Farnborough Common on Tuesday. It is shaped like a fish, and is over 100 feet in length.

PROF. RAMASAY'S JOURNEY.

"Prof Sir William Mitchell Ramsay, LL.D., Aberdeen University, has arrived at Constantinople en route to Asia Minor, where he is undertaking some further archæological exploration work," says the "Star." "He is accompanied by Lady Ramsay."

ROOM FOR SOME THINKER.

"I do not imagine that we have come to the end of political theories," says Mr. Balfour. "I rather take the view that there is at this moment room for some thinker to arise, who shall co-ordinate into some coherent and organised body of doctrine the floating views which practically influence the great movements in this and other self-governing communities."

THE TWO-POWER STANDARD.

"Public anxiety cannot fail to be deepened by Mr. McKenna's casual statement on Monday, in reply to a question in Parliament, that for the purposes of the two-Power standard the Navy of the United States would not be taken into account," says the "Morning Post." "That is a repudiation of the accepted rule, which Unionists, at any rate, will refuse to endorse."

DREADNOUGHTS.

With regard to the Navy, Mr. Lloyd George, in his Budget speech, said:—"To risk our present immunity from invasion would be an act not of Liberalism but of lunacy. But it would be criminal insanity to throw away eight millions of money before the need arose. As, however, it might be necessary to make arrangements for laying down the eight Dreadnoughts by April, 1910, the financial proposals which he would submit would be of such a character that he could pay for those vessels without resorting to additional taxation or a loan.

THE NEW M.P.

The new M.P. for the Attercliffe Division is a Labour man—a working pattern-maker, and member of the Pattern Makers' Union. So another worker goes from workshop to Westminster. His name is Pointer.

THE EDITOR OF "TRUTH."

Mr. Horace St. George Voules, the Editor of "Truth," is dead. He it was who inspired Cassell's to issue the first halfpenny paper—the "Echo"—in 1868, which was afterwards sold to Baron Grant and Mr. Passmore Edwards. Then he went to "Truth" when Mr. Labouchere founded it. The new Editor of "Truth" is Mr. R. A. Bennett, who has been associated with the paper for twenty years.

TURKISH POWER OF ORGANIZATION.

"What has been displayed by the leaders of the Turkish revolution up to the present is not great strategic genius but a very high power of organisation, and the power of organisation is as necessary to statesmanship as to military success," says the "Statist." "It is the power of organisation more than any other single quality which has raised Prussia and Japan to their present eminence. And if the Turkish revolutionary leaders display as much organising power when they come to reform the State as they have displayed in building up a highly efficient army, we may look forward with reasonable confidence to their success."

THE NEW ARGUMENT.

Mrs. Catt, the President of the International Woman's Suffrage movement, said that she had been speaking to a grand-daughter of the wife of John Stuart Mill, who is the head of a business employing 200 hands in New York. This lady had said: "There are no new arguments on women's suffrage since my grandmother's day." Mrs. Catt had said: "You are the new argument."

"RANSOM."

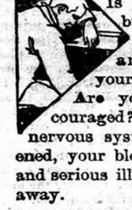
"This epoch-making Budget recalls another eminent man," writes the "Chronicle." "It is exactly the Budget that Mr. Chamberlain would have framed in his Radical days had he been custodian of the national finances. In the 'unauthorised programme' of 1884-5 will be found the seed of some of the things that have suddenly germinated into life in this daring Budget. 'What reason will property pay for the security it enjoys?' asked Mr. Chamberlain twenty-five years ago."

DR. WHYTE'S STUDENT DAYS.

Dr. Alexander Whyte, referring to his introduction as a student to the late Marcus Dods, said:—"But, as John Bunyan is always saying, 'as God would have it', there was I drinking tea with Marcus Dods in his book-crowded room, and being already treated by him as his friend. And you cannot know how proud I was to be there. From that evening to the last walk I had with him I was more elated to be seen in his company than I can tell you. The first thing that struck me in my new friend was his sleepless industry. I can honestly and humbly say that I was industrious in those days myself. I had to be. I was not born like him, in a manse. I was far back. I had a long leeway to make up—so long a leeway that, with all my industry, it is not made up to this day. I had no credit in working hard. I had no choice. But Marcus Dods had no such compulsion as I had. He had not been one whit behind the very best men in his class and I suppose that was the best class for ability and for scholarship the New College had ever seen.

EARL GREY'S APPOINTMENT.

Earl Grey will not resign his office of Governor-General of Canada this year. He was appointed in 1904 for a term of five years.



Are you easily tired? Is your work a burden? Do you often feel weak and faint? Is your appetite poor? Are you easily discouraged? If so, your nervous system is weakened, your blood is impure, and serious illness is not far away.

AYER'S Sarsaparilla

was made for just such cases. When the blood is impure the whole nervous system becomes poisoned. It is impossible to throw off that terrible feeling of depression, and there is no ambition to work. Ayer's Sarsaparilla will purify, vitalize, and enrich your blood, and life will again be worth living.

As now made, Ayer's Sarsaparilla contains no alcohol.

There are many imitation Sarsaparillas.

Be sure you get "Ayer's."

Prepared by Dr. J. C. Ayer & Co., Lowell, Mass., U.S.A.

CONTEMPORARY OPINION.

INDIAN RAILWAY ABUSES.

THE "ENGLISHMAN":—The Indian travelling public owes a deep dept of gratitude to Lord Curzon; for it was he who insisted that the railways should provide cleaner and more wholesome accommodation for third-class passengers. One ne longer sees, at least on the main lines, men, women, and children herded together under conditions which would in a civilised country be considered unfit for cattle. We believe that the use of open trucks for the accommodation of pilgrims and others has been absolutely prohibited, and moreover, that arrangements have been made at almost every station for the supply of refreshments and water. But while a good deal has been done to ensure a moderate degree of comfort to the passenger already seated in the train, no practical steps have been taken to prevent people being ill-used and robbed on the platform and in the waiting sheds, both by the rogues and sharpers that infest every large railway station and by the railway underlings themselves. Further, not the slightest regard is paid to the comfort of those who wish to purchase tickets. While everything is made easy for the first and second-class passengers, the unfortunate third-class traveller is kept from the ticket office till a few minutes before a train starts. If he happens to be on the edge of the struggling mob he is lucky if he obtains a ticket at all, before the wicket is closed, and in any case he is kept from the platform till there is just time to dash in and secure a seat, if a vacant one is to be found. One of the most distressing sights at the large stopping stations is the confused mob struggling through the gate and running up and down the platform to find places. Children are often parted from their parents and wives from their husbands in this mad rush, and it is a common spectacle to see a train steam away amidst the lamentations of the women and children left behind with no money, and no clear idea of where they wanted to go or how they are to get there. The absolute helplessness of Indian women, left without a male escort, is hardly sufficiently realised by Europeans, but the kidnappers that make railway stations their haunt are fully aware of the easy prey that is coming to them. No one who has travelled much over Indian lines but has the uneasy suspicion that in many instances the subordinate staff is in sympathy with kidnappers to get rid of the male escort of a family.

REGULATIONS UNDER THE COUNCILS BILL.

THE "MADRAS STANDARD":—We have now passed from the region of controversy in that of practical action; and the Regulations yet to see the light of day will govern and guide the conduct of the Government in endeavouring to give effect to the intentions of Parliament and the principles underlying the Bill. We have but half achieved our object, and half of the work yet remains undone. So long as Lord Morley and Lord Minto are responsible for the Government of India we may rely upon their drawing up the rules in a liberal and generous spirit. But what is in the public mind of India they cannot understand if it does not find adequate expression. We have been till now making our representations on the Bill now before Parliament in its various aspects; and if Lord Morley and Lord Minto should act in harmony with the trend of enlightened public opinion in India, representations on the various points to be dealt with in the Regulations should be made to them. We have known that as regards the membership of the popular bodies to be created by the India Councils Bill there is to be a category of exclusions which, at one time, placed the brand and stigma of exclusion on deported persons. Subsequently, however, as a result mainly of public discussion in India and in England, the Secretary of State has made a solemn promise that no person would be permanently disqualified, say for a seat on a Legislative Council, on the ground of his being once deported. In this view even the ex-Prime Minister and leader of the Opposition, Mr. Balfour, has concurred. The point is to be dealt with formally and definitely in the Regulations; but in what spirit and within what limitations the right of a deported person to represent his countrymen on a Legislative Council will be conceded we have no idea.

COMPANY LAW.

THE "STATESMAN":—The announcement that the Government of India have now before them the question of revising and consolidating the law relating to public companies, will be received with universal satisfaction. The subject is one of urgent importance, and it is significant in this connection to note that in spite of the drastic legislation relating to Joint Stock Companies passed by Parliament in recent years the Legislature, according to the Attorney-General, is again to be asked to deal with the question in the interest of the investing public. The fact that further legislation of a protective character should be considered necessary at Home, emphasises the necessity of strengthening the Indian Joint Stock law, which is hopelessly inferior to that in force in the United Kingdom.

INDIA AND THE METRIC SYSTEM.

THE "PIONEER":—From a pamphlet, issued by Mr. J. H. Twigg, late of the Indian Civil Service, it is apparent that the metric system of weights and measures is making steady progress in various countries. A summary of British official reports on the subject is given, and from this it appears that every European Government except Great Britain has come to recognise the advantages of the system.

It would now seem that the question is likely to be reopened, although India may have to await the action of England. If metric reform is forced to the front at Home we shall doubtless have another enquiry in this country. The proceedings of the Committee of 1867 will then be unearthed, and they will be well worth study, though the conditions of trade have changed materially since then. Incidentally the reasons for the suspension of the Act of 1871 may be revealed, and their importance can be weighed. European and Indian mercantile opinion must, of course, have material weight in shaping the policy of Government, and free discussion on all points at issue should be invited. The general public in India have an open mind on the subject at present, and until the case for and against the reform is once more argued we can expect no definite pronouncement on their part.

THE PROBLEM OF INDUSTRIAL LABOUR.

THE "MADRAS MAIL":—The economic development of India is looked to by very few as the method by which the regeneration of the country may best be accomplished. That development is now proceeding, but it is hindered by two main difficulties—those of capital and labour. That these matters should offer any difficulties at all seems due to mere perversity. There is much capital in India which is not productively employed, and London is the cheapest mart for capital in the world. Indian resources combined with English loans are sufficient a thousand times over to develop even so vast and rich a land as India; and the inhabitants of India number 300 million. Nowhere else, except perhaps in China, is there so great a reservoir of labour. Yet for various reasons these two parents of industry have but imperfectly united. They have produced something; but

BY THE WAY.

THE "SABREING" OF THE SULTAN.

The "Sabreing," or Investiture of Mohammed V. with the Sword of Osman, corresponds in Turkey to the Coronation of Western Sovereigns. The ceremony must precede the reception of the Ambassadors of foreign Powers; indeed, the Sultan is not Sultan until he has been "sabred." The investiture takes place in the Mosque of Eyoub, and the sword used is said to be the victorious scimitar of Mohamed, the Conqueror of Constantinople, and initiator of the ceremony of the sabre. The ceremony itself is brief and extremely simple.

THE CHESTER CUP.

A couple of generations ago the race for the Chester Cup, was the most popular handicap of the year; and, although it has lost this proud position, it still ranks as a good third to the Derby and St. Leger in public favour, and attracts enormous crowds in spite of the toll levied on its patrons. One reason of its popularity is, perhaps, that the horses are always well in view of the spectators, being less than half a mile away from the stands at any portion of the race, and that they pass the winning-post three times. So popular was the race for the Cup in the middle of last century that the starters often ranged in number from thirty to over forty, and had to be placed in two rows at that start.

MR. KRISHNAVARMA AND OXFORD UNIVERSITY.

Mr. Krishnavarma, the Indian Nationalist leader, who has apparently been "disbarred, like Dr. Kenealy, was formerly a familiar figure at Oxford. He graduated at Balliol, and became Lecturer on Oriental Languages in one or two colleges and assistant to Sir Monier Williams, who was then the Boden Professor of Sanscrit. Like many of his compatriots, Mr. Krishnavarma was an ardent admirer of Herbert Spencer, and when the synthetic philospher died, he founded a memorial lectureship, which has been held by, among others, Mr. Frederic Harrison.

THE FASTEST SPEAKER IN THE COMMONS.

Mr. Birrell is said to be now the fastest speaker in the House of Commons. Mr. Haldane's speed in his three hours' performance when he explained the Army Estimates the year before last had, the "Manchester Guardians" points out, been regarded as a record; Mr. Bryce, in presenting the Irish Labourers' Bill to the House, beat the Secretary for War; Mr. Birrell out stripped both. In the twenty minutes he poured out about 3,200 words—a speed of 160 words per minute; including stops. The actual average speed was about 200 words a minute.

AN ARISTOCRATIC PRISON GOVERNOR.

The Hon. Harold Edward Fitz Clarence is about to take over charge of Worcester Gaol, after serving a term of probation as Deputy-Governor of Wormwood Scrubbs. The new ruler of Worcesters malefactors is the brother and heir-presumptive of the fourth Earl of Munster, and his great-great grandfather was William IV. Mr. Fitz Clarence, who is married to a daughter of Colonel Keppel (cousin of the Earl of Albemarle), served in the Imperial Yeomanry during the South African campaign and is thirty-nine years of age.

AMERICA'S "DREADNOUGHTS."

Outside Europe, the United States has been most active in the development of the big battleship. At the present moment, while England possesses, built or building, twenty-two battleships or battleship-cruisers of upwards of 15,000 tons, the American Fleet, according to Mr. A. C Hurd in "Cassier's Magazine," possesses six of 16,000 tons, built, two of 16,000 building, four of 20,000 tons also under construction, and two more authorised during the present year, which, it is understood, will displace about 26,000 tons, and will, therefore, be the largest battleships hitherto planned by any naval Power. All the eight American ships built or building represent the all big-gun principle.

RICHMOND VIEW AGAIN IN DANGER.

We take the following from the "Selborne Magazine" for this month: "With the securing of Marble Hill and the arrangement with Lord Dysart as to the Petersham and Ham frontages, many, no doubt, thought that the most beautiful view in Europe was safe. It is not entirely so, however, a little strip of six acres coming down to the north bank of the river, north of Marble Hill, and known as Meadow Side, is now for sale without restrictions. If our members will look across from the Terrace they will see the notice board announcing the fact, and will realise the immense importance of this little bit of land."

THE STOCKTON "SPEAK PIPE."

Lady Warwick paid a visit to the Rev. Archdeacon Colley at Stockton the other day, and, according to the "Warwick Advertiser," manifested great interest in the celebrated "speak pipe"—a long pipe communicating from the village green to the rectory garden, through which the children are encouraged to repeat Scriptural texts, the Archdeacon rewarding correctness with oranges or some other gift equally acceptable to the speakers. The texts repeated on the occasion of Lady Warwick's visit were I. Samuel 9, 9, and II. Kings 3, 12. An orange in which was embedded a coin was then rolled down the tube to each of the children by the Countess. The coins were all drilled, and the children had them suspended from their necks with red, white, and blue ribbon, when, with a crowd of parishioners, the churchwardens, and parish clerk, they ranged up by the north gate of the rectory to bid Lady Warwick "good-bye."

LONDON'S HUGE WATER STORAGE.

The immense importance of the big storage reservoirs—the latest of which was opened at Honor Oak by the Lord Mayor—which the Metropolitan Water Board is providing, can scarcely be overestimated. Apart from the importance of a mple reserves for emergencies—storage for 4,000,000,000, gallons has been projected—it is now a well-ascertained fact thath armful bacteria cannot survive long in stored-up water. Micro-organisms of water-born disease slowly die when they have to contend with ordinary water bacteria.

EFFECT OF STORAGE ON THE WORST SUPPLY.

Two years ago Dr. Houston, Director of Water Examinations for the Water Board, reported that 7·2 per cent., 82·5 per cent., and 60·7 per cent., of samples of raw Thames, Lea, and New River water respectively contained typhoid bacteria in one cubic centimetre or less. The water of the Lea is, therefore, in its origin the worst of all London supplies. But it is subjected to the most adequate storage system, with the result that it is the best and purest as supplied to the consumer.

LION-HUNTING.

Mr. Roosevelt's prowess in shooting half a dozen lions thus early in his trip must, one would think have made Mr. Selous himself a little envious, for we doubt whether Mr. Selous has ever secured such a big in such a short time. In six months of bigame hunting in 1874 the great African Nimrod only secured one lion although twenty-four elephants fell to his gun; and in four years (January 1, 1877, to December 31, 1880) his bag included only thirteen lions. So far Mr. Selous has accounted for something like two dozen lions, three of which he laid low with four shots. Mr. Selous has a considerable respect for the king of wild animals.

TO THE CAMBRIAN CHANCELLOR.

Your dictum that a Navy strong
Is "Lunacy not Liberalism,"
May possibly, ere very long,
Be subjected to criticism;
And since your taste you've gratified
By efforts in alliteration,
Then "Socialism's Suicide"
May bring you some small consolation :—"World."

LUXURY FOR THE SKIN.

"THE ALBION MILK and SULPHUR SOAP is pleasant to use and whitens and softens the skin," writes Lady Constance Howard, Countess of Westmeath says: "It gives much satisfaction." The ALBION MILK and SULPHUR SOAP is a highly agreeable and beneficial luxury for the Toilet Bath and Nursery and leaves the skin in a pure refreshed and healthy condition. Delicately Perfumed. Chemists Grocers, etc., sell it.

THE TWO SERVICES.

THERE has been, to say the least, a significant departure from the original arrangements with reference to the dispositions of the Home and Atlantic Fleets during the period intervening between the conclusion of the combined exercises off the Orkney Islands and the assembly at Spithead on June 8th, preparatory to the review and midsummer manœuvres. The intention was for the Atlantic Fleet, on leaving Scottish waters, to have proceeded to Galway Bay for the gunlayers' test, and thence to Dover on the completion of the firing. Similarly, the Second Division of the Home Fleet was to have returned to Portland, using it as a base during the gunnery exercises, the First Division of Admiral May's force meanwhile remaining in the vicinity of Cromarty until relieved by the Second Division. Instead, however, of the Atlantic Fleet going to Ireland, it is using the Longsands range, off Margate, for firing, with Dover as its base, while the two main divisions of the Home Fleet and their associated destroyer flotillas, numbering in the aggregate sixty units, are still concentrated off the North Coast of Scotland, the senior division being with the Commander-in-Chief at Scapa Flow.

HOW THE BALANCE IS MADE UP.

As it is, however, the two Navies are, numerically speaking, equal, but in actual fighting strength the balance is considerably in favour of the British force, which is represented in what is now known as "the danger zone" by two "Dreadnought" type battleships, the "Lord Nelson," six out of the eight "King Edwards" seven of the eight "Formidables," two "Duncans," and one "Albion," while the cruiser strength consist of the three "Invincibles," the trio of "Shannons," the "Good Hope," and "Argyll" augmented temporarily by the "Roxburgh." To whatever cause or causes the rearrangement of forces in Home waters may be due, the fact is established that at the outset of the German exercises the British flag is powerfully represented in the North Sea. It seems unlikely, however, that this will remain so throughout the whole of the period to be covered by the German exercises, in view of arrangements having been made to give leave to the British crews in watches prior to the combined fleets assembling at Spithead the second week in June.

FLOATING AND PERMANENT DOCKS.

It is now considered practically certain that one of the two floating docks about which several questions have recently been asked in Parliament, will be stationed in the Medway. The surveying ship "Triton" has been engaged for the past few weeks on tide tests and survey work in the Medway in order to recommend the most convenient and safe place for mooring a floating dock. Rear-Admiral R. N. Ommanney is assisting the Admiralty in the selection of sites for the two floating docks which are provided for in the eitimates and this explains his visit recently to the new dock at Immingham, and the site of the proposed floating dock in the Humber. The Admiralty at last appear to have been convinced that time is of the essence of importance in the provision of big docks along the East Coast. Unfortunately there has been so much inexcusable delay in reaching this point that the need of such docks is likely, under normal circumstances, to be keenly felt before they are avilable.

TRAFALGAR DAY ORPHAN FUND.

It is highly creditable to the philanthropic spirit which pervades the naval service that the annual appeal made throughout the Fleet for the Trafalgar Day Orphan Fund should have met with a more generous response in the past year than on any previous occasion. In view of the liberal manner in which officers and men contributed to the "Tiger" and "Gladiator" disaster funds, and remembering also that the Tenant system of conducting canteens has reduced amounts subscribed from canteen funds, it is specially gratifying to find that the orphanages benefited by the Trafalgar Day Fund have not suffered. On the contrary, the sum realised was £2,599, compared with £2,129 in 1906, and £2,564 in 1907. In a memorandum to the Fleet, Admiral Sir A. D. Fanshawe points out that the sum might be largely increased if in every ship and naval establishment an organised effort was made to bring the fund to the notice of the men for whose 'excusive benefit it exists, instead of leaving the bulk of the amount to be subscribed by officers. This suggestion will, it is hoped, result in an officer—preferably the chaplain—being deputed in each ship to advocate the claims of the Trafalgar Day Orphan Fund.

NEW CAVALRY DEPOTS.

The new cavalry depots, to the formation of which we have several times directed attention, are intended to be established at Scarborough, Woolwich, Dublin, Edinburgh, Bristol, and Seaforth, and are to have the triple function of training Regular recruits during the first three months of their service, of serving as training centres for officers and non-commissioned officers of the Territorial Force, and of forming mobilisation centres for Reservists. They will not be concerned in the forming of drafts for regiments serving abroad, and in war time they will be converted into centres for receiving recruits and clothing them, while the training will go on in Reserve cavalry regiments to be formed on mobilisation. This scheme differs in some respects chiefly in its reference to the Territorial Force, to that abandoned in 1906. One reason for the abandoning of the former scheme was credibly reported at the time to be unwillingness to spend the money on the barracks that would have been required. No information has been given on this point with reference to the present scheme, but the depots are to be localised solely on military grounds, and with relation to proximity of large centres of population. Scarborough may be a very desirable situation for a depot, but it has a rather sparsely populated agricultural country behind it, and from the point of view of population some place in the vicinity of Leeds might have been better. No money is taken in the Estimates of the present year for the purpose of the new depots, but inasmuch as they will involve the building of barracks and stables in several places, they are likely to make necessary a considerable initial cost. They will be entirely distinct from the cavalry stations, and, as Mr. Haldane has explained will be something quite new. The Army Council warmly approved the plan long since, and it was abandoned with regret more than three years ago. It is a subject of congratulation that a beginning is now likely soon to be made.

THE CAVALRYMAN AND HIS RIFLE.

The question has again cropped up of the best way for the cavalry soldier to carry his rifle, and we understand that at least one officer of inventive genius thinks that he has at last solved the difficulty. It is obvious that it would be an excellent thing if some attachment could be devised by which the soldier could carry his rifle on the person, as in case of a fall or other catastrophe he would have at hand his principal weapon, and Lord Roberts, in his book "Forty-one Years in India," has drawn attention to cases when dismounted men in the Mutiny Campaign were separated from their carbines. On the other hand, there can be no doubt that it is impossible to keep the sword or lance arm free and prepared to fight and for the bridle-arm to do its duty at the same time, with a rifle attached to the back. There are others, though these are usually not cavalrymen, who argue that, as shock action is a matter of opportunity but seldom afforded, it is unnecessary to discuss the question on the supposition of its often occurring, and that legislation should proceed on the lines of making everything give way to the rifle, the weapon daily and often hourly required by the soldier on service. While admitting that there is much to be said for this point of view, we cannot think that it is altogether satisfactory. There is too much tendency to judge cavalry work in the future by South African experiences. To do so is as fatal as to consider that continual charging is the only form of attack open to this arm. At present we consider the cavalry are perfectly right not to handicap themselves against the employment of the "armebranche," but at the same time we think they should leave no stone unturned to find a satisfactory attachment.

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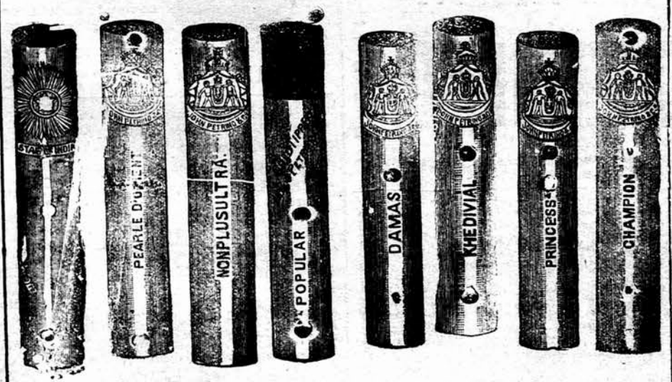

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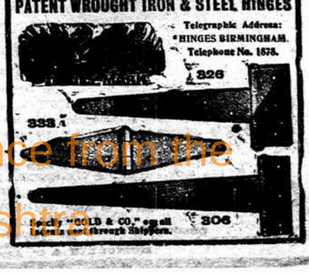

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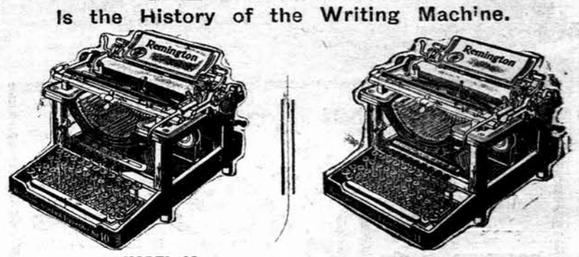

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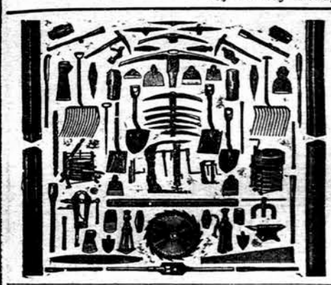

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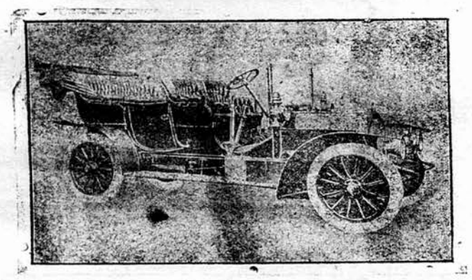

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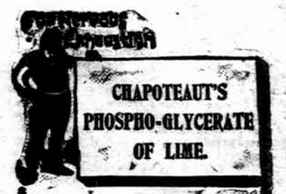

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